

**MEMPHIS AREA METROPOLITAN
PLANNING ORGANIZATION**

**LONG RANGE
TRANSPORTATION PLAN
2026**

**DRAFT
APPENDICES**

**Prepared by MPO Staff
Draft Published
February 5, 2004
Memphis and Shelby County
Division of Planning and Development**

Appendix A

FY 2003 Title VI Annual Report

FY 2003 TITLE VI ANNUAL REPORT

**MEMPHIS
URBANIZED
AREA**

**MEMPHIS METROPOLITAN
PLANNING ORGANIZATION**

MAY 2003

MEMPHIS AREA METROPOLITAN PLANNING ORGANIZATION Executive Board

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Board

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Associate Planner
Secretary

This report was prepared in cooperation with the U. S. Department of Transportation,
Federal Highway Administration, and the Tennessee Department of Transportation.

FOREWORD

This document contains a description of the Title VI activities that the Memphis MPO pursued during FY 2003. The goal of the Memphis Area Metropolitan Planning Organization is to comply with all nondiscriminatory requirements established through federal and state regulations. The U. S. Department of Transportation issues these regulations as written through Title VI of the Civil Rights Act of 1964, and the Tennessee General Assembly passed similar legislation in 1996. The contents of this document will demonstrate that the transportation planning policies of the Memphis Area MPO are nondiscriminatory. Specifically this document will reflect nondiscriminatory policies in preparing and implementing transportation planning policies & activities, and in developing transportation planning documents.

INTRODUCTION

Title VI of the 1964 Civil Rights Act and the Tennessee Department of Transportation's Title VI Program is designed to ensure that no person will, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or otherwise be subject to discrimination under any program or activity operated by the Tennessee Department of Transportation as a recipient of either federal or state financial assistance.

Title VI incorporates provisions of the 1964 Civil Rights Act that are applicable to any entity or government agency that receives federal funds from the U. S. Department of Transportation. For example in a highway construction project or the construction of a transit facility, requirements for nondiscrimination apply to each phase of the process. This would include: planning, engineering and design, project development, location and route selection, rights-of-way / land acquisition and relocation assistance, property management, and contract award and administration activities including subcontracts.

The objectives of the Title VI program are:

- To ensure that the Memphis Area MPO provides opportunities for public participation in the transportation planning process to persons without the regard to race, color, or national origin;
- To ensure that the Memphis Area MPO decides the planning of surface transportation facilities without regard to race, color, or national origin; and
- To ensure that the Memphis Area MPO takes corrective action to prevent discriminatory treatment of any beneficiary based on race, color, or national origin.

BASIC GOALS AND OBJECTIVES

The Memphis Area MPO is responsible for ensuring compliance with Title VI regulations regarding the planning of intermodal surface transportation facilities, in the Memphis metropolitan area. In this regard, the goals and objective of the MPO are fourfold:

- To consider the impacts of transportation alternatives on all communities affected, including minority communities, in the planning and program development of the long-range transportation plan, and related documents.
- To obtain, through good faith efforts, citizen participation and ideas in the transportation planning process. In considering the views and opinions of citizens in the MPO study area, the MPO will consider their comments in the planning of transportation facilities including the impact of proposed routes in both nonminority and minority areas.
- To find socioeconomic data regarding income levels, racial and ethnic make up, community boundaries, and travel habits of both minority and non-minority residents of the MPO study area
- To maintain an effective public involvement process that will also evaluate whether opinions from minority communities/groups/persons are appropriately considered.

GENERAL REPORTING REQUIREMENTS

CURRENT FEDERAL ASSISTANCE

Three funding sources primarily support the functions and activities of the Memphis Area MPO. The MPO staff receives approximately \$1.4 million from the Federal Highway Administration through the Tennessee Department of Transportation. The Federal Highway Administration through the Mississippi Department of Transportation provides approximately \$92,000 in federal funds to the MPO study area. The Memphis MPO staff receives 27% of the funds and the DeSoto County Planning Commission 73%. The Federal Transit Administration through the Tennessee Department of Transportation, provides \$258,000 in federal funds to the Memphis MPO study area. Approximately \$226,000 in funds are given to the Memphis Area Transit Authority, and the Memphis MPO staff receives \$32,000.

CURRENT LITIGATION AND INVESTIGATIONS

At the present time, the Memphis Area MPO is not involved in any active lawsuits regarding noncompliance of Title VI guidelines. Neither the Tennessee Department of Transportation nor the Federal Highway Administration has reviewed any allegations or complaints of inappropriate civil rights activities by the Memphis Area MPO.

ANALYSIS ASSESSING THE EFFECT OF CONSTRUCTION PROJECTS ON MINORITY COMMUNITIES

In reviewing the March 2002 Status Report of High Priority Projects prepared by the Tennessee Department of Transportation, the Sam Cooper Boulevard project and the I-40/240 Midtown Interchange project were the only proposed construction projects that would affect minority communities.

The Environmental Planning Office of TDOT prepared the Environmental Assessment (EA) and the Draft Environmental Impact Statements (EIS) for the previously mentioned projects. If additional information is needed, please contact Charles Bush at 615-741-3651.

TDOT is also presently performing preliminary engineering and design work on the I-55/Crump Blvd interchange. This improvement will impact a minority community and TDOT and the City of Memphis are reviewing engineering designs to minimize the impact on this community.

PROGRAM SPECIFIC REQUIREMENTS

IMPLEMENTATION OF PLANNING ACTIVITIES FOLLOWING TITLE VI REQUIREMENTS

The Unified Planning Work Program and the Transportation Improvement Program are two major documents that outline the planning efforts of the Memphis Area MPO.

The UPWP identifies all urban transportation and transportation related planning activities that the Memphis Area MPO will conduct within the study area. The TIP contains federal-funded highway, mass transit, signalization, and rideshare projects that state and local transportation agencies will pursue in the MPO study area.

The UPWP contains four major task areas: Administration and Annual Review, Surveillance, Long Range Planning, and Functional & System Management Planning.

Administration & Annual Review is a continuing activity that involves the daily management of planning goals and objectives pursued by the participating agencies. Surveillance is also a continuing activity that involves the collection of socioeconomic information. Specifically, the MPO collects and compiles information on land use, population, socioeconomic, transportation facilities, and transportation system performance. The Memphis Area MPO will continue to collect and update both socioeconomic and transportation system performance databases. The Memphis Area MPO will continue to collect information on traffic volumes, street facility inventories, and other planning data without regard to the race or color of the communities surveyed.

The MPO is currently updating its existing database of land use, population, and socioeconomic information in response to preparing a new long range plan. We will continue to update the databases and will incorporate this information into our Geographic Information System. Our GIS system and future development of our TRANSCAD computer modeling will help us in identify both non-minority and minority population areas, and potentially adverse impact of proposed transportation improvements.

Long Range Planning and Plan Refinement involves updating surface transportation plans for the Memphis MPO study area. Functional and System Management Planning involves the development and preparation of short-range system plans and functional studies. The Memphis Area MPO will continue to invite and encourage minority groups and persons to give their opinion of long-range transportation improvements and impacts

COMMUNICATION METHODS WITH MINORITY COMMUNITIES

The Memphis Area MPO uses two primary methods to communicate with minority groups and communities. In the print media, we publish all public notices for meetings in the Memphis Commercial Appeal and the Memphis Tri-State Defender. Also, the Memphis Area MPO contacts the Center for Neighborhoods to identify and talk with minority neighborhood associations that may be affected by changes in the Long Range Transportation Plan. The MPO has found these methods sufficient in getting minority communities involved in the planning process.

MINORITY PARTICIPATION IN THE LOCAL DECISION MAKING PROCESS

Minorities participate in the transportation planning process through one of three methods. The first method involves providing comments at public meetings when we update the Long-Range Plan. Also, minority communities provide comments at design and corridor public hearings for specific major road projects. Finally, minorities are involved through their participation on the MPO's Citizens Advisory Committee. This committee contains representatives from throughout the Memphis MPO study area, and these representatives review both the long-range transportation plan and transportation projects that will be constructed over the next five years.

MINORITY CONSULTANT SELECTION

Federal guidelines require that the Memphis Area MPO develop plans, programs, and databases that will identify the need for new transportation facilities or changes in existing facilities. Occasionally, we are required to retain consultant services to develop those plans and databases. In developing contractual agreements with minority consultants in preparing studies for the Memphis MPO, the goals and objectives of the Memphis Area MPO are:

- Identify qualified minority and female transportation planning consultants
- Review prequalification requirements and selection procedures to ensure uniform application of policies to both minority and nonminority consultants.
- Review the selection activities of the Memphis MPO Standing and Ad-Hoc Committees to ensure nondiscrimination. Also, review provisions of applicable contracts and agreements to ensure the inclusion of Title VI requirements.

RACIAL COMPOSITION OF THE MPO EXECUTIVE BOARD, REGIONAL ADVISORY BOARD, AND STANDING COMMITTEES

Executive Board

The MPO's Executive Board is composed of the principally elected officials of the major governmental jurisdictions that participate in the MPO's planning process. Specifically, the membership of the Executive Board is as follows:

- Governor State of Tennessee
- Governor State of Mississippi
- Mayor City of Memphis
- Mayor Shelby County
- Chairman Desoto County, MS Board of Supervisors
- Representative Regional Advisory Board Member

Of these six positions, African-Americans represents the City of Memphis and Shelby County positions and the Regional Advisory Board representative is a female. The MPO staff believes that encouraging minority participation is improper since principally elected officials hold these positions. Simultaneously, the MPO staff believes that these representatives should be aware of Title VI guidelines and the need to comply with these guidelines.

Regional Advisory Board

The Regional Advisory Board (RAB) is composed of both principal elected officials and representatives of local agencies. The RAB voting members are the principally elected officials of local state governments, and the chairpersons of the port commission, the airport authority, and the transit authority board of commissioners. African Americans hold three voting positions. These positions are the Mayor of Memphis, the Mayor of Shelby County and the Chairperson of the Memphis Area Transit Authority Board of Commissioners. The female members consist of the Mayors of Germantown and Collierville. As stated previously, the MPO staff believes that these representatives should be aware of Title VI guidelines, the need for compliance, and the consequences of noncompliance with these regulations.

Engineering and Technical Committee

This Committee consists of the city engineers, city planners, and other technical staff members that represent members of the Regional Advisory Board. There are three minority members that participate on this committee, and they represent the Federal Aviation Administration, Federal Highway Administration and the Memphis and Shelby County Health Department. Concurrently, since most of these positions are civil service in nature, carrying out a policy to enhance minority participation on this committee would be difficult.

Citizens Advisory Committee

The MPO bylaws were recently revised and the Citizens Advisory Committee membership was expanded from 13 to 45 members. Currently 24 members have been appointed to this committee. Of the 24 members that have been appointed, seven are women, one is Asian, and seven are African-American. The MPO staff plans both to continue the expansion of this committee, and to continue to strive for a broad and diverse membership.

LONG TERM TITLE VI GOALS

The MPO staff will work with the Tennessee Department of Transportation in developing reports and policies that will address state and federal guidelines. Also, the MPO staff will make sure that the Executive Board and Regional Advisory Board will address citizen participation concerns on Title VI in updating our Long-Range

Transportation Plan.

Finally the MPO staff will continue its work on developing a demographic profile of the Memphis area. The County Assessor's Office will provide land use information, and the Census Bureau will provide data regarding population, race, and sex. With these two databases, the MPO can assess such issues as service equity, public involvement, and overall transportation strategies.

Appendix B

Citizen Participation Plan

MEMPHIS AREA METROPOLITAN PLANNING ORGANIZATION CITIZEN PARTICIPATION PLAN SUMMARY

The following summarizes the various sections of the MPO's Citizen Participation Plan. This summary is provided as a reference for specific public involvement procedures, which are further described in the Plan.

INTRODUCTION

The introduction establishes what the goals of the MPO are in citizen participation.

SECTION 1

This section provides that all meetings of the Executive Board, Regional Advisory Board (RAB) and the Engineering Committee (ETC), and other MPO related committees and subcommittees are subject to the Tennessee Open Public Meetings Act. This meets federal transportation planning requirements that all meetings be open to the public.

SECTION 2

This section sets the standards for Executive Board, RAB and ETC meeting notices. Notices are posted in accordance with Shelby County Policy relative to the Tennessee Open Public Meeting Act. When official public notice is needed, newspapers that serve the major population centers of the MPO. These newspapers have a circulation of greater than 9,000. Notices will also be published in newspapers serving minority interests. Press releases or agendas will be sent to all other media and organizations expressing interest. Minimum notice time for emergency meetings is three (3) days. The section also provides that all MPO studies, including subregional studies such as local thoroughfare plan updates, must provide the opportunity for meaningful public input.

SECTION 3

This section specifies what documents are to be afforded the opportunity for public comments and allows locally conducted public hearings to substitute for an MPO public hearing. Final payment cannot be made to any MPO jurisdiction for a study funded by the MPO unless there has been the opportunity for public input.

SECTION 4

Federal transportation legislation requires the MPO to have an annual public meeting to review the Long-Range Transportation Plan and obtain input for Transportation Improvement Projects. This section sets up this annual meeting.

SECTION 5

The procedures of public input on the Transportation Improvement Program (TIP) are specified in this section. The TIP is the document, which provides specific details on the spending of state and federal transportation program dollars within the MPO area.

SECTION 6

This section provides for the public input procedures required in adopting the Long-Range Transportation Plan. They are similar to the procedures for the TIP, except public meetings are to be held in each county by the Transportation Planning Coordinator (TPC). The citizen participation plan has been structured to allow the Transportation Plan the most extensive opportunities for public input.

SECTION 7

This section pertains to situations that necessitate the need for the MPO to evaluate or re-determine air quality conformity. In most cases, conformity determination occurs concurrently with the development of a Long Range Transportation Plan or Plan update. In these cases, the public involvement procedures are as stated in Section 6. If air quality conformity determination occurs outside of this schedule, procedures are those set forth in Section 5.

SECTION 8

This section describes the process and procedures for a periodic assessment of the public participation techniques employed by the MPO.

SECTION 9

This section requires that all MPO plans and studies are available for public review at a single location in each county. The first choice is a library since they are open evenings and on weekends. This affords the public the maximum opportunity for access to these documents. The second choice is the county planning department. Finally this section promotes the posting of all documents of the MPO as well as agenda and schedule of meetings on a website that is provided to all citizens in each public notice and new release.

SECTION 10

This section provides standards for the MPO to ensure compliance with the American with Disabilities Act.

SECTION 11

This section provides for the interaction of the Citizen Advisory Committee of the MPO in the overall framework of the Citizen Participation Plan.

Appendix A

This will be a listing of news media, including print and broadcast that will receive press releases and those print media designated for public notices.

Appendix B

This section shall designate the primary library of each county for the distribution of adopted plans and programs of the MPO. It will also contain a listing of libraries where the public will be able to review, and procedures for submitting comments, on draft plans and programs, prior to final action by the Executive Board.

Appendix C

This section provides administrative procedures to set consistent internal steps the MPO staff will utilize to provide the information required under both federal regulations and the adopted Citizen's Participation Plan to all MPO participants and to establish a timeframe for adding items for MPO consideration.

**MEMPHIS URBAN AREA
METROPOLITAN PLANNING ORGANIZATION
CITIZEN PARTICIPATION PLAN**

The Memphis Urban Area Metropolitan Planning Organization (MPO) encourages the distribution of information relating to transportation decisions and plans throughout the region. It is the policy of the MPO to take all public comments into account in the development and adoption of plans and programs including the Long Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP). The processes outlined in this document shall form the basis for informing the public of transportation decisions and the adoption of components of the transportation planning program.

SECTION 1 - OPEN PUBLIC MEETING ACT

All sessions of every meeting of the Executive Board, Regional Advisory Board (RAB), Executive Board and the Engineering and Technical Committee (ETC) shall be open to the public pursuant to the Tennessee Open Public Meetings Act, T.C.A. Section 8-44-101, et seq.

The public shall be afforded the opportunity to comment on current agenda items every meeting of the Executive Board. The chair of the Executive Board shall determine the time to be allotted to each speaker.

SECTION 2 - OFFICIAL NOTICES

- A. All notices of meetings, shall be posted in accord with Shelby County policy relative to the Tennessee Open Public Meeting Act. When official public hearings, and public comment periods for regional plans and programs are provided said meeting notices shall be published in the Commercial Appeal, Tri-State Defender (Memphis) and the DeSoto County Times (DeSoto County MS). All notices for subregional plans and programs funded by the MPO shall be made in the newspaper of greatest circulation in the study area.
- B. The Transportation Planning Coordinator (TPC) shall mail all notices of meetings, public hearings, and public comment periods for regional plans and programs to all other registered news media (**See Appendix A**). In addition, organizations expressing interest (major neighborhood organizations, minority organizations, etc.) shall be notified by mail.
- C. The TPC shall publicize meetings of the MPO Executive Board, RAB and ETC throughout the region.
- D. Unless otherwise provided in this plan, all notices shall be published a minimum of seven (7) days prior to the meeting. The mailing of notices and press releases should be timed to be received locally within seven (7) days of the meeting.

- E. Special meeting are considered committee or Board meetings called to consider a special non-routine item that needs action before the next scheduled meeting of a committee or Board. If a special meeting is called, the notice shall be published a minimum of three (3) days prior to the meeting.
- F. The official notice and press releases shall note the day, time, and location of the meeting, and as required by other sections of this plan, the topic(s) of the meeting.

SECTION 3 - PUBLIC HEARINGS

- A. All MPO transportation plans, studies or programming documents funded in whole or in part with federal transportation funds, shall provide the opportunity for public review and comment during the term of the study and prior to adoption by the local jurisdiction or the MPO. Regional studies or documents shall have a public hearings before the MPO Executive Board prior to adoption (see Sections 6, and 7). Notice of all public hearings shall be published at least seven (7) days prior to the public hearing date unless otherwise noted (see Section 4C).
- B. Studies and plans having less than regional significance shall have opportunities for public input before adoption. The level of public input shall be determined by the MPO jurisdiction for which the study/plan is being undertaken. Notice of all public hearings shall be published at least seven (7) days prior to the public hearing unless mandated otherwise by local or state legislation.
- C. Final payment shall not be made to any consulting firm or jurisdiction until such time as the public is afforded the opportunity for input into the study and is made of its conclusions.
- D. The local government may conduct a public hearing on a transportation issue. If the government conducts a public hearing on a matter that is generally local in nature, a public hearing is not required by the MPO. The local jurisdiction must provide the MPO with the written record of the hearing and evidence of advertisement.

SECTION 4 - ANNUAL PUBLIC MEETING

- A. The Executive Board shall hold an annual public meeting for the purposes of receiving public comments pertaining to its plans, programs, and projects to be placed in the Transportation Improvement Program.
- B. The date for this meeting shall be established in a meeting schedule adopted by the Executive Board at its first meeting of each year.
- C. The annual public meeting shall be advertised a minimum of thirty (30) days prior to the meeting date in newspapers listed in section 2 and on the MPO website (<http://www.co.shelby.tn.us>)

SECTION 5 – TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

- A. At the Annual Public Meeting the Executive Board shall afford the public the opportunity to suggest transportation projects eligible for inclusion in the Transportation Improvement Program (TIP).
- B. The TPC and the ETC shall review the input from the Executive Board public meeting, input from the state, and input from the local MPO jurisdictions in the creation of the TIP and if required the accompanying Air Quality Conformity Determination.
- C. The ETC shall review and endorse the Draft TIP for consideration by the RAB and Executive Board.
- D. A notice stating the availability of a Draft TIP for public review and comment shall be placed in the newspapers listed in Section 2. The notice shall specify the dates, times and location of forthcoming public hearings as well as locations including the world-wide-web where said draft may be reviewed, and the procedures for submitting comments. Similar press releases shall be furnished to all news organizations registered with the TPC. Special efforts shall be made to provide information on the TIP to media and organizations serving the low-income and minority populations in the region. This notice and press release shall be published/mailed a minimum of thirty (30) days prior to the meeting at which the TIP will be considered by the Executive Board.
- E. The Transportation Planning Coordinator (TPC) shall place copies of the Draft TIP in public libraries as defined in Section 9. These copies must be distributed to the libraries a minimum of thirty (30) days prior to final consideration and adoption by the Executive Board.
- F. A public hearing shall be held by the RAB on the Draft TIP. Comments received at this public hearing will be summarized and be provided to the Executive Board prior to the final public hearing.
- G. A final public hearing shall be held by the Executive Board prior to voting on the TIP.
- H. At the public meetings the TPC shall report to the Board all comments received in writing prior to the meetings, and how those comments were addressed.
- I. The public shall be afforded the opportunity for comment at the public meetings. The Executive Board may establish reasonable time limits for each presentation, considering the time constraints of the meeting and complexity of the issue.

- J. In the event the Board determines there are significant unresolved comments on the TIP it may defer the program until a subsequent meeting. The MPO staff will then prepare a written response to the comments to be incorporated into the document, or suggest amendments to the draft document. Should these amendments be significant, another (30) thirty- day review period shall be afforded to the public.
- K. The Executive Board must close the final public hearing prior to a Board vote on the TIP.
- L. Major amendments to the TIP (those that involve the addition or deletion of projects) must follow the same process and procedure as provided in Section 5 Paragraphs A through K above.
- M. Minor amendments, those that involve a change in funding source, amount or timing, do not require a public input process and shall be administered through the MPO's approved TIP adjustment process and procedures as outlined in the approved TIP. Said minor amendments shall follow procedures of Section 5 Paragraphs I-K above.

SECTION 6 – LONG-RANGE TRANSPORTATION PLAN (LRTP)

- A. At the Annual Public Meeting the Executive Board shall review the planning assumptions and development process for the Long-Range Transportation Plan (LRTP) and obtain comments from the public on the validity of the LRTP.
- B. Public review and comment opportunities shall be provided when the plan is originally adopted, for amendments to the plan, and during the triennial review process.
- C. The ETC shall guide the preparation of the LRTP for the Memphis Urban Area MPO.
- D. The TPC will provide a Draft LRTP and place copies in public libraries in the region. These copies must be distributed to the libraries a minimum of thirty (30) days prior to final consideration by the Executive Board.
- E. A notice stating that the Draft LRTP is available for public review and comment shall be placed in the notice newspapers listed in Section 2. This notice shall invite the public to review and comment on the LRTP. The notice shall specify the date, time, and location of the public hearings and public input meetings. The public hearings shall be held in front of the RAB and Executive Board, and one public meeting will be held in each of the MPO counties. Similar press releases shall be furnished to all news organizations registered with the TPC. Special efforts shall be made to provide information on the LRTP to media and organizations which serve the low-income and minority populations in the region. This notice and press release shall be published/mailed a minimum of thirty (30) days prior to the meeting date where the LRTP will be considered by the Executive Board.

- F. The ETC shall review and endorse the Draft LRTP for consideration by the RAB and Executive Board.
- G. Public meetings to explain the plan and obtain comments and public input will be held during the 30 days review period. These meetings will be conducted by the TPC. At least one meeting will be held in each county of the Memphis Urban Area MPO. These meetings will be advertised as provided in paragraph E above.
- H. The RAB and Executive Board shall each hold one public hearing during or at the conclusion of the public review period. The first hearing should occur during the mid portion of the review process. Comments received at the first public hearing will be summarized and provided to the Executive Board prior to the second public hearing. The second and final public hearing should occur at the end of the 30 days review period. At the public hearings in front of the Executive Board and the RAB, the TPC shall report all comments received at the meetings held in each county and from all other sources prior to the meeting.
- I. The public shall be afforded the opportunity for comment at the public hearings and public meetings. The Executive Board and RAB may establish reasonable time limits for each presentation, considering the time constraints of the meeting and complexity of the issue.
- J. In the event the Executive Board determines there are significant unresolved comments on the LRTP it may defer the adoption of the plan until a subsequent meeting. The MPO staff will then prepare a written response to the comments to be incorporated into the document, or suggest amendments to the draft document. Should these amendments be significant, an additional thirty (30) days review period shall be afforded to the public.
- K. The Executive Board must close the final public hearing prior to a Board vote on the LRTP.
- L. Amendments to the LRTP must follow the same process and procedure with the exception that the public meetings are not required in each county (Paragraph G. above).
- M. Opportunities for public input are not limited to those contained in this section. Given the significance of the LRTP, other public participation techniques may be employed to increase awareness and to provide ample opportunities for public participation.

SECTION 7 - AIR QUALITY CONFORMITY DETERMINATION

- A. If conformity determination is concurrent with the development of the LRTP, the public participation process shall follow that of the LRTP (as stated in Section 6 above).

- B. If conformity determination is warranted at any other time, the public participation process shall follow that of the TIP, Section 5, and Paragraphs D-K.

SECTION 8 - CITIZEN PARTICIPATION PLAN

- A. The Citizen Participation Plan shall be assessed periodically based on changes in local, state, or federal legislation, in response to periodic evaluations of the effectiveness of public participation techniques that are used by the MPO, and/or within one (1) year of every LRTP update.
- B. Upon adoption of an update to the LRTP, an assessment shall be made of the types of public participation techniques that were used, especially public input meetings and public hearings. The assessment shall occur within one (1) year of the plan's adoption.
- C. When an update to the Citizen Participation Plan is made, the public participation process shall follow that of the TIP (see section 6, paragraphs D-K) with the exception that the public review period shall be forty-five (45) days (see section 6, paragraphs D, E). Relevant state and federal agencies shall be informed and provided with an opportunity to comment (see Section 6, paragraph E).

SECTION 9 - AVAILABILITY OF PLANS AND DOCUMENTS

- A. Copies of all MPO plans and program documents shall be available at a single location in each MPO County. The library so designated shall be the primary library defined in Appendix B for the distribution of documents for public review. The documents of the MPO to be provided to these libraries includes the UPWP, TIP, LRTP and all studies funded wholly or in part by funds under MPO control (studies funded either under the UPWP or TIP). The MPO staff shall obtain copies of the State Transportation Plan and distribute them to these central locations (**see Appendix B**)
- B. A main library (either city or county) in each county shall be the designated location for access to all MPO transportation planning and programming documents. If arrangements cannot be made with a centrally located library, the county planning commission office shall maintain copies of these documents for public access.
- C. All studies funded by the MPO, either by MPO technical staff or by third party consultants shall assure the TPC is provided sufficient copies of the study or final report to provide a copy to each designated library in the MPO region.
- D. In addition all studies funded in whole or in part by the MPO through either the UPWP or the TIP or that have a direct impact on the TIP or LRTP shall be provided to the TPC in an appropriate electronic format to be placed on the MPO website for public review.

- E. Agenda content, draft and final minutes, related documents and information to members of the Executive Board, Regional Advisory Board or Engineering Technical Committee for consideration will be provided according to the procedures for information distribution in **Appendix C**. Appendix C shall serve as an administrative document of the MPO and may be amended/updated by resolution of the Executive Board as times requires in order to maintain timely and appropriate information distribution procedures.

SECTION 10 - AMERICANS WITH DISABILITIES ACT

- A. All meetings of the MPO Boards and Committees shall be held in locations that are fully compliant with the Americans with Disabilities Act of 1991 (ADA).
- B. All notices of Public Hearings and Meetings will provide notification to ADA protected citizens that they may make arrangements with the Transportation Planning Coordinator for special services at said meetings. These services may include but not be limited to special seating, signers for the hearing impaired or special visual displays.
- C. Program of community outreach to special groups will be conducted and evaluated as part of the Citizen Participation Plan to explore new ways of reaching these special groups.

SECTION 11 - CITIZEN ADVISORY COMMITTEE

- A. The Citizen Advisory Committee is a Standing Committee of the MPO. Its function is to supplement citizen input to the planning and programming functions of the MPO.
- B. Members of the Citizen Advisory Committee will represent the committee at other committees and Boards of the MPO.
- C. Members of the Citizen Advisory Committee are to assist the MPO in reaching a broad spectrum of the community.
- D. The Citizen Advisory Committee will periodically review the Citizen Participation Plan for its effectiveness in meeting community outreach goals.

Citizen Participation Plan
Appendix A

Media Contacts

RADIO CONTACTS	<u>TV CONTACTS</u>
News Director WDIA/WHRK/KJAM 112 Union Ave. Memphis, TN 38103	Assignment Editor WREG-TV - Channel 3 803 Channel 3 Drive Memphis, TN 38103 PH: 543-2111
News Director Metro News Network 2600 Nonconnah Blvd. #218 Memphis, TN 38132	Assignment Editor WMC- TV Channel 5 1960 Union Ave. Memphis, TN 38104 PH: 726-0416
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WQOX – FM 88 3333 Covington Pike Memphis, TN 38128	Station Manger WBUY-TV 40 3447 Cazassa Memphis, TN 38116
News Director WRVR/WOGY/WJCE 5904 Ridgeway Parkway Memphis, TN 38119	Assignment Manager WPTY/WLMT Clear Channel TV 2701 Union Ext. Memphis, TN 38112
News Director WREC/WEGR/WOTO 203 Beale St. Memphis, TN 38103	Producer WKNO, Channel 10 900 Getwell Memphis, TN 38111
	News Director WHBQ Channel 13 485 S. Highland Memphis, TN 38111

	News Director WMC-TV Channel 5 1960 Union Ave. Memphis, TN 38104
	News Director WREG-TV - Channel 3 803 Channel 3 Drive Memphis, TN 38103
	News Director WHBQ Channel 13 485 S. Highland Memphis, TN 38111

Citizen Participation Plan

Appendix B

Libraries

Library	Address
Arlington	11968 Walker Road, Arlington, TN
Bartlett	6382 Stage Road, Bartlett, TN
Cherokee	3300 Sharpe Avenue, Memphis, TN
Collierville	99 Walnut Road, Collierville, TN
Cornelia Crenshaw	531 Vance Avenue, Memphis, TN
East Shelby Drive	7200 East Shelby Drive, Memphis, TN
Germantown	1925 Exeter, Germantown, TN
Main	3030 Poplar, Memphis, TN
Frayser	3712 Argonne, Memphis, TN
Millington	4458 Navy Road, Millington, TN
Parkway Village	4655 Knight Arnold, Memphis, TN
Poplar-White Station	5094 Poplar, Memphis, TN
Whitehaven	4122 Barton Drive, Memphis, TN
Southaven	8889 Northwest Drive, Southaven, MS
Horn Lake	2885 Goodman Road, Horn Lake, MS
Hernando	370 West Commerce, Hernando, MS
Olive Branch	6619 South Cockrum, Olive Branch, MS
Somerville-Fayette County	216 W. Market, Sommerville, TN 38068

Citizen Participation Plan

Appendix C

MPO Administrative Procedures for Information Distribution

Adopted:

Revised:

Purpose

Timely delivery of information to the Boards and Committees of the MPO and to the public is a critical aspect of the proper operation of the Memphis Urban Area Metropolitan Planning Organization. Without the required information and the time to properly evaluate it, member jurisdictions and others interested in participating in the regional transportation planning process are unable to do so effectively. These procedures are intended to set consistent internal steps the MPO staff will utilize to provide the information required under both federal regulations and the adopted Citizen's Participation Plan to all MPO participants and to establish a timeframe for adding items for MPO consideration.

Goals

The goals of these procedures are to:

2. Consistently provide the interested public and all Board and Committee members the agendas and supporting information on upcoming issues and proposed actions, in a timely fashion.
3. Document the method and information needed for submission of items for consideration by the MPO, other than amendment to the TIP or Long Range Transportation Plan

Procedures

1. Annual Calendar - The Executive Board of the MPO will establish the dates for its meetings for the upcoming calendar year at the last regularly scheduled meeting for each calendar year. The MPO will, at that time, schedule a minimum of four meetings per year, which should occur quarterly. It will also confirm the meeting dates established by the Regional Advisory Board and Engineering and Technical Committee for the upcoming year.
2. Public Notice of Schedule - Notice of the schedule adopted by the Board shall be published in newspaper in each county in the MPO planning area identified for use in the Citizen's Participation Plan to provide the public with notice of these dates. The MPO staff also will maintain this schedule on the MPO website.

3. Interested Individuals – Individuals attending any board or committee meeting will be asked to sign-in. The sign in sheet will contain appropriate blocks for mailing address, phone number and email address. If an individual would like to be notified of future meetings, public hearings, and public comment periods the interested individual will complete the information on the sign in sheet. The sign-in sheets from each board or committee meeting will be used to update the mail/email list of all interested individuals.
4. Information Distribution - From the adopted schedule, the MPO staff will establish deadline dates for the following activities associated with each scheduled meeting.

I. Executive Board

- a. Draft Minutes from the previous meeting are to be and mailed/e-mailed to all Board members attending that meeting for review within ten business days. Attending Board members will be asked to submit any corrections or comments on the draft minutes within five business days of receipt. Action Items requested of the staff by the Board will be specifically identified.
- b. Thirty days prior to a scheduled meeting, Board Members will be advised by e-mail or mail, as requested by the member, of the date, time and location of the scheduled meeting.
- c. The Meeting information package will be sent to the member by the preferred and/or appropriate delivery method ten business days prior to the scheduled meeting. The information packet should include minutes of the previous meeting, a draft meeting agenda and draft resolutions together with relevant information on that item whether in summary or draft form.
- d. The final Board agenda and information packet will be provided at the meeting of the Executive Board. Any item included on the final agenda that was not on the draft agenda will require a majority vote of the Board to approve its consideration at that meeting.

II. Regional Advisory Board

- a. Draft Minutes from the previous meeting are to be completed and mailed/e-mailed to all committee members attending that meeting for review within ten business days. Attending members will be asked to submit any corrections or comments on the draft minutes within five business days of receipt. Action items requested of the Staff by the Board will be specifically identified.

- b. Thirty days prior to a scheduled meeting, Board Members will be advised by e-mail or mail, as requested by the member, of the date, time and location of the scheduled meeting.
- c. The Meeting information package will be sent to the member by the preferred and/or appropriate delivery method ten business days prior to the scheduled meeting. The information packet should include minutes of the previous meeting, a draft meeting agenda and draft resolutions together with relevant information on that item whether in summary or draft form.
- d. The final Board agenda and information packet will be provided at the meeting of the Regional Advisory Board. Any item included on the final agenda that is not on the draft agenda, will require a majority vote of the Board members present to approve its consideration at that meeting.

III. Engineering and Technical Committee (ETC)

- a. The Engineering and Technical Committee shall meet in the offices of the Memphis and Shelby County Department of Regional Services at 1:30 PM on the dates identified in the annually adopted schedule unless notice is provided to members seven days prior to the meeting date identifying a different location and/or time.
 - b. A committee meeting information package will be provided to the member by the preferred delivery method ten business days prior to the scheduled meeting. The information packet should include a draft meeting agenda indicating committee action items together with relevant information on that item whether in summary or draft form.
 - c. The final Committee agenda and information packet will be provided at the meeting of the ETC. Any item included on the final agenda that is not on the draft agenda will require a majority vote of the Committee members present to approve its consideration at that meeting.
5. **Special Meetings** - For all special meetings of the Executive Board, Regional Advisory Board or Engineering and Technical Committee, meeting information distribution requirements will be as follows:

- a. Each member of the Board or Committee will be sent by the preferred and/or appropriate delivery method, a draft agenda, minutes of the previous meeting (if applicable) and information on the special item to be considered for action at the meeting at least five calendar days before the special meeting.
- b. This information shall include draft versions of any resolutions to be considered and the available information on the special non-routine item

that needs action before the next scheduled meeting whether in draft or summary form, to support the requested action.

6. Scheduling Items for Consideration by the MPO - Any member or interested citizen may request an item be considered for action or adoption by the MPO. All items received for such review or action must first, at a minimum, be considered by the Engineering and Technical Committee before it is forwarded to the Regional Advisory Board and ultimately to the Executive Board. In order to have an item considered, other than a Transportation Improvement Program or Long Range Plan amendment that have specific amendment procedures established in their appendices, it must be submitted to the MPO staff at least thirty days prior to a scheduled ETC meeting. The information provided must include:
 - a. The identity of the requesting party,
 - b. Contact information (Address, phone number, e-mail address) sufficient to allow follow-up contact by MPO staff or committee member to obtain any supplemental information needs and to notify the requesting party of the actions to be taken,
 - c. A summary of the item requested for consideration or action being requested, and
 - d. Support information and analysis in written or electronic form as appropriate.

The MPO staff shall add a requested item to the draft agenda for the next scheduled ETC meeting. It shall also include in the draft information packet the information provided by the requesting party along with any additional information it may have or develop that is believed to be relevant for Committee review.

Appendix C

ETC and RAB Developmental Meeting Summary for LRTP & Legal Notice of Public Participation Opportunities

**MEMPHIS METROPOLITAN PLANNING ORGANIZATION
LONG RANGE TRANSPORTATION
MEETING SUMMARY**

Engineering & Technical Committee (ETC)

ETC	Agenda Items	Action Taken
February 20, 2003	Development LRTP PowerPoint Presentation – MPO Purpose <ul style="list-style-type: none"> • Plan Components • Team • Planning Process • Anticipated Product • Resource Requirements • Risks & Rewards Key Issues	Discussion
May 21, 2003	Population Projections for LRTP <ul style="list-style-type: none"> • Endorsement of Year 2003 and Year 2026 Socioeconomic Data for the MPO LRTP 	Reviewed & Endorsed
July 31, 2003	Amendment LRTP – Beale Street Ferry Boat Landing	Reviewed & Endorsed
September 11, 2003	Plan Update and Milestone Issues Major Plan Components <ul style="list-style-type: none"> • Goals and Objectives • Growth Forecasts • Plan Elements & Issues Handout FHWA – 23 CFR 450 Metropolitan Transportation Planning and Programming	Reviewed & Endorsed
November 20, 2003	Update/Adoption of LRTP	Reviewed & Endorsed

**MEMPHIS METROPOLITAN PLANNING ORGANIZATION
LONG RANGE TRANSPORTATION
MEETING SUMMARY**

REGIONAL ADVISORY BOARD (RAB)

RAB	Agenda Items	Action Taken
February 27, 2003	Development LRTP PowerPoint Presentation LRTP Process – Key Issues <ul style="list-style-type: none"> • Population Projections • Deadline Dates • Network Priority versus road construction policy (must be separated) 	Recommended to Executive Board
May 29, 2003	Population Projections for LRTP <ul style="list-style-type: none"> • Projections based on current planning assumptions. • Shelby County based on Woods & Pool • DeSoto County based on their Comprehensive Plan • Fayette County based on Growth Plan as required by T.C.A. 1101. 	Approved by RAB
August 7, 2003	Amendment LRTP – Beale Street Ferry Boat Landing	Approved by RAB
September 16, 2003	Plan Update and Milestones Issues Major Plan Components <ul style="list-style-type: none"> • Goals and Objectives • Growth Forecasts • Plan Elements & Issues Handout FHWA – 23 CFR 450.300 Metropolitan Transportation Planning and Programming	Approved by RAB
December 4, 2003	Update/Adoption of LRTP PowerPoint Presentation	LRTP Forwarded to Executive Board Without Recommendation

Legal Notice
Public Participation Opportunities
Draft 2026 Long Range Transportation Plan and Air Quality Conformity
Determination

The Memphis Urban Area Metropolitan Planning Organization (MPO) will hold a series of public meetings to present and receive public comments on the draft 2026 Long Range Transportation Plan (LRTP). The LRTP is a 23-year plan that contains policies, goals, and objectives for the coordinated development of a comprehensive intermodal transportation system in the Memphis MPO study area. The study area consist of Shelby County, and roughly the western three miles of Fayette County, Tennessee, and the northern eight miles of DeSoto County, Mississippi. The LRTP examines predicted population growth and land use patterns and prioritized projects including new or improved roads, transit system development and pedestrian walkway and bicycle facilities. It will also discuss freight movement, transportation enhancement projects, congestion management and financing both the capital and operating and maintenance cost of the proposed network. The LRTP must also meet air quality requirements established in the State Implementation Plan (SIP) for Ozone and Carbon Monoxide. The Conformity Report provides the evidence of this compliance with mobile source emission budget and re-affirms that the 2004-2006 Transportation Improvement Program (TIP) is a subset of the LRTP and therefore supports the SIP as well.

Public Meeting Schedule Long Range Transportation Plan 2026

Date	Time	Location
Monday November 10, 2003	3:00 PM	Collierville City Hall 500 Poplar View Parkway Collierville, TN
Monday November 10, 2003	6:00 PM	Germantown City Hall 1930 S. Germantown Rd. Germantown, TN
Saturday November 15, 2003	12:30 PM	Memphis Main Library 3030 Poplar Memphis, TN
Monday November 17, 2003	6:30 PM	Lakeland City Hall 10001 Highway 70 Lakeland, TN
Tuesday November 18, 2003	6:00 PM	Horn Lake City Hall U.S. 51 @ Goodman Road Horn Lake, MS
Monday September 24, 2003	3:30 PM	MATA Board of Commissioners Conference 1370 Levee Road Memphis, TN

Monday September 24, 2003	6:30 PM	Olive Branch City Hall 9189 Pidgeon Roost Rd Olive Branch MS
Monday September 24, 2003	7:00 PM	Southaven City Hall 8710 Northwest Dr Southaven, MS
Tuesday September 25, 2003	7:00 PM	Bartlett City Hall 6400 Stage Road Bartlett, TN
Monday December 1, 2003	7:00 PM	Millington City Hall 7930 Nelson St. Millington, TN
Monday December 1, 2003	7:30 PM	Arlington Town Hall 5854 Airline Rd Arlington, TN
Wednesday December 3, 2003	9:00 AM	DeSoto County Administration Bldg. 365 Losher St. Hernando, MS
Saturday December 6, 2003	12:00 PM	Bert Ferguson Community Center 8505 Trinity Rd Cordova, TN
Monday December 8, 2003	6:00 PM	Piperton City Hall 3575 Highway 196 Piperton, TN

Public hearings on the LRTP will also be provided at meetings of the Regional Advisory Board (RAB) and the MPO Executive Board. The RAB will be held on December 4, 2003 and the Executive Board meeting will be held on December 10, 2003. Both meetings will start at 1:30 PM at the Shelby County Administration Building, 160 North Main Street, 8th Floor Conference Room. The Executive Board will decide to accept the plan, accept it with amendments or refer it for further study at its meeting on December 10, 2003.

Appendix D

Public Participation Summary

Public Participation Summary

I. Summary of Public Outreach and Comments Received During Plan Preparation

The Memphis Urban Area Metropolitan Planning Organization (MPO) emphasizes a strong commitment to public participation in all of its on-going program activities. It is the objective of the approved Memphis MPO Citizen Participation Plan to re-affirm the organization's commitment through a specific plan of action to provide timely and meaningful opportunity for public involvement in developing the Long Range Transportation Plan for the planning region. Public participation and community outreach have been an ongoing part of the plan development. The MPO has sought to raise the level of public involvement in the development and preparation of the 2003 Long Range Transportation Plan update. To this end it provided numerous opportunities for public input into the project selection and plan preparation process.

These opportunities formally were provided during 2003 as part of the process of informing the various MPO Committees and Boards of the progress in developing growth assumptions and goals proposed for inclusion in the draft plan. The initial discussion of the Plan updates were given in the meeting held before the Regional Advisory Board and Executive Board at their March 2003 meetings. Key plan elements and informational needs were requested at this public forum. Plan growth projections and assumptions in preparation of the Plan were further presented at the Regional Advisory Board and Executive Board meetings in May and June. Citizen Advisory Board meetings in conjunction with these meetings were also held.

In June the MPO Web page (<http://www.dpdgov.com/>) was updated to include an invitation to the public to provide comment and requests for projects related to the Long Range Plan development.

In October, a neighborhood group contacted the MPO seeking the status of a section of Overton Crossing Road in the development of the Plan update. This road segment, the subject of significant public concern after a series of fatal and serious crashes, had been discussed at public meetings in February and had been identified as a candidate for removal from the next plan. After discussion with the City of Memphis, and at their request, the draft Plan major road network replaced that link with a corresponding link being placed north of McLean Blvd., between Stage Road and Frayser Blvd. This allowed the Overton Crossing road segment of concern to be constructed with a cross section more in keeping with the neighborhoods request.

Other meetings held prior to the draft plan public notice period included presentations on the planning process and adopted goals and forecasts to the Fayette County Planning Commission, the Memphis Area Chamber of Commerce Major Road Committee and the DeSoto County Economic Development Council Infrastructure Subcommittee.

Summary of Public Comments Received for Draft 2026 Long Range Transportation Plan

Comment period from November 10, 2003 to December 10, 2003

Draft Long Range Plan – Meeting #1

Location: Collierville Meeting
November 10, 2003 – 3:00 PM
500 Poplar View Parkway
Collierville, TN, 38017
Attendance – 20 (Est.)

Nature of Comment: Oral

Issue: Alderman Rowe wanted to understand what was the proper course of action for a jurisdiction that noted a road segment listed in the plan as a major road, but the jurisdiction had no intention of making the improvements called for in the plan? Should it propose an amendment to delete the road or just leave it in the plan as it has been for several decades?

Response: The MPO believes the designation of roads as a priority network begins with member jurisdictions and in most instances their inclusion or exclusion is a decision that they should make as part of plan development. This method was followed in the preparation of this plan. The exception is for regionally significant roads that form the basic grid the LRTP discusses in the Community Design section. Such roads go beyond the limited concerns of a single member and needed more consideration and evaluation. In either instance if there is no intent for the road to be constructed by the municipality, and it is not a regionally significant road, the MPO believes the road should be removed from the plan to provide the public with the most accurate data on the future road network available. Supporting information for the change can then be developed, such as its impact on the congestion network and air quality if applicable. In many instances use of the priority classification has had the effect of shifting the construction funding needs to private development. This is anticipated in the plan, but if the municipality has determined it will never spend public funds on the project, the potential safety hazards likely to be realized by private piecemeal development must also be considered. In many cases it is this intent that results in the improvement being listed as a priority in the first instance.

Germantown Meeting
November 10, 2003 – 6:00 PM
1936 Germantown Road
Germantown, TN
Attendance – 15 (Est.)

Oral Comment - Mayor Goldsworthy again expressed her concerns over the population growth estimates used for the plan. She believes that estimates are far too optimistic. As a result she is concerned that use of these figures will lead to the construction of unnecessary roads and facilities.

Response: The establishment and distribution of the population and employment estimates is critical to plan development. For this reason, the MPO staff sought and obtained approval of the figures used in this LRTP from the Executive Board at an early point in the development of the Draft Plan. While recognizing these figures represent a robust growth in the Region, the MPO staff believes part of its goals is to promote such a plan that will be sufficient to maintain the facilities if this growth is to occur. While the growth figures are important, the percentage of growth in the MSA between 1990 and 2000 was 12.7 % and Shelby County was 8.6%. These figures are in line with the estimated used going forward in the LRTP. Accordingly, the Staff will continue to monitor population increases in the future but feels the figures used in the plan are appropriate.

Memphis Main Public Library
3030 Poplar
Saturday, November 15, 2003 - Noon
Attendance -5

Issue: Widening of Southern Ave. between Goodlett and Highland
Mr. Charles Durham Representing the Normal Station Neighborhood Organization

Comment: Has the same concerns as Ms Ogle and notes that the increased use by the University of Memphis at its South Campus may also increase this problem by putting the community between the two campuses.

Response: See response to comment from Ms. Mary Ogle below.

Lakeland Meeting
Lakeland City Hall
Monday November 17, 2003 – 6:30 PM
10001 Highway 70, Lakeland TN
Attendance – 20 (est.)

No Comments on draft Plan. Written Comment sheets left at location.

Horn Lake Meeting

Horn Lake City Hall

Monday, November 17, 2003 – 7:00 PM

Estimated Attendance - 35

No comments on the draft Plan. Written Comment Sheets left at location.

MATA Headquarters

1375 Levee Road

Monday, November 24, 2003 – 3:00 PM

Attendance – 2

No Comment received – Written Comment form left at location

Olive Branch City Hall

Monday November 24, 2003 – 6:30 PM

9189 Pidgeon Roost Road

Olive Branch, MS.

Attendance – 0

Southhaven City Hall

Monday November 24, 2003 – 7:00PM

8710 Northwest Dr. Southaven, MS

Attendance – 0

City of Bartlett Meeting

Bartlett City Hall

Tuesday, November 25, 2003

Estimated Attendance – 20

No formal Comments received, but several questions addressed about specific projects status in the plan. Written Comment Sheets left at this location.

Millington Meeting

Millington City Hall

Monday, December 1, 2003 - 7:00 PM

7930 Nelson St, Millington, TN

Estimated Attendance – 20

No formal Comments received, but several questions addressed about specific projects status in the plan. Written Comment Sheets left at this location..

Arlington Meeting

Arlington City Hall

5854 Airline Road, Arlington, TN

Monday, December 1, 2003 – 7:30 PM

Estimated Attendance -25

No Comment received on the plan. - Written Comment Sheets left at location

DeSoto County Administration Bldg
Wednesday, December 3, 2003 -9:00 A.M.
365 Losher St, Hernando, MS
Estimated Attendance – 20

No formal Comments received, but several questions addressed about specific projects status in the plan. Written Comment Sheets left at this location.

Shelby County Meeting
Saturday, December 7, 2003
Bert Fergusen Community Center
8520 Trinity Road
Cordova, TN
Attendance – 7

All those citizens attending were members of the Friends of Shelby Farms. Copies of the comments received at the Regional Advisory Board Public Hearing will be considered their comments on the plan. One additional written comment received from Mr. Art Wolf requesting a Citizen's Advisory Committee meeting is held quickly to make them aware of the MPO's LRTP and be allowed to comment. The Citizen's Advisory Committee met at 5:00 PM on December 9, 2003. Mr. Wolf was notified of this meeting and attended.

Piperton City Hall
December 8, 2003
3575 Highway 196
Piperton, TN
Attendance – 0
No Comments Received

Conclusion on Public Meeting Comments

This series of 14 formal meeting resulted presentation of the Draft Long Range Plan to an estimated audience of 189 citizens. Other meetings during the comment period including presentations to the Piperton Board of Alderman, the Olive Branch Board of Alderman and the Memphis Area Homebuilders Association. An additional estimated 50 citizens attended these meetings and were informed of the methods available for comment or provided formal comment forms.

Summary of Other Public Comment Received

- 1. Issue:** Objection to improvement of Southern between Goodlett and Highland from 2 lanes to 4 lanes. Shown for completion between 2017 and 2026.

Mary Ogle - Telephone comment received November 14, 2003

3776 Carnes

Memphis, TN 38111

Concerns include:

- Widening could threaten a Historic Structure - Carriage House just west of Goodlett
- New road would attract more university traffic to the free parking on Southern
- Line of Sight with the hill is now dangerous and more traffic will increase that danger
- More traffic would be disruptive to the neighborhood
- Four lanes is too much for residential character of this section of road that has neighborhoods fronting on Southern
- Improvements will increase use as a cut thought
- There is now a back-up of traffic coming north on Goodlett from Getwell/I-240 to park free on Southern in University parking lots and this road project will make more traffic come this way instead of going along Park to Highland and then to Southern. Seeks ideas on how to route the traffic from Getwell/ I-240 area onto Park Avenue and Highland away from Southern

Response This link is the logical extension of the four lane road that now terminates at Goodlett and its improvement to Highland will minimize the need for an expensive structure over the train tracks.

The approval of the residential redevelopment of the property at Goodlett and Southern included the dedication of property for his improvement and should not threaten the loss of the historic carriage house mentioned. As this plan does not select alignments, it may be possible for some of the widening ROW to come from the rail easement depending upon its need and availability when the project is initiated. The City has indicated that this project may be able to be further postponed, but that discussion with the University of Memphis would appear to be warranted.

2. Issue: Language in Draft Plan about Location of Sidewalks “so as to discourage their safe use.” (Page 6-42)

Telephone Comment received November 14, 2003

Wain Gaskin, Memphis City Engineer

125 N. Main

Memphis, TN 38103

Comment: The discussion of Sidewalks in the Draft Plan is of concern. He feels that the City of Memphis designs and constructs no unsafe sidewalks and the statement in the alternative mode section gives the impression they do. The City of Memphis has budgeted \$ 2 million annually for sidewalk construction for ADA compliance and believe this professional design standards used for this program was not taken into account.

Response – The MPO agrees that the sidewalk program the City is undertaking represent a significant part of the plans goals of providing appropriate alternative transportation options to the citizens of the region. All citizens who may use them will modify the

unsafe sidewalk language in the plan to better reflect the intent of the comment, which was to promote the design and construction of sidewalks, and pedestrian facilities that are appropriate for their environment and accepted.

**3. Issue(s): Long Range Transportation Plan – Availability
MPO Procedural Question**

Telephone Comment received November 20, 2003

Laura Adams
9345 Dogwood Road
Germantown TN 39139

Comment: Ms. Adams requested a copy of LRTP and information on the time and location of public meetings and hearings. She also asked what was the difference between a Public Hearing and Public Meeting?

Response – A copy provided to her Father, Art Wolf, that day for delivery to Ms. Adams. She was also advised of the library locations containing public copies. Ms Adams was further advised of various meetings and public hearing dates and times and that the schedule was on the website. Ms. Adams was told that public hearings were before the MPO’s RAB and Executive Boards while public meetings were put on my staff for public education and receipt of comment. There is no difference in the response to the comments provided in either venue.

4. Issue-Consistency of Road network in Appendix A with TIP and other proposed projects and related technical items.

Conference Call with the State of Tennessee Department of Transportation

December 1, 2003 1:30 PM

Comment - On November 26, TDOT e-mailed a list of projects to the MPO of road projects on which they had questions.

Response - On December 1, 2003 the MPO reviewed that list of projects to assist TDOT in locating the projects in the plan or to address omitted projects or those on which had other technical issues related to horizon year for the project or laneage was in issue. After a two-hour conference call, a number of horizon year changes were requested and several non-road projects were agreed to be added. An amendment to Appendix A List is to be completed.

5. Issue: Congestion on Goodman Road in DeSoto County

Received November 21, 2003 by mail

David A. Foster
2170 Malori Cove
Southaven, MS 38671

Comment: Mr. Foster states a concerned about the level of congestion on Goodman Road. He expresses the need to construct more “north/south roads “and claims the only one would be “along side the train tracks from Horn Lake to Southaven. Please help us try a figure this congestion of all the cars in the Southaven area.”

Response –Goodman Road is a recognized congestion corridor in the Long Range Plan’s Congestion Mitigation System network and the first non-interstate road to be considered in the Congestion Plan outside of Shelby County. The plan does make efforts to relieve congestion with the construction of parallel road such as Nail Road and Stateline Road, and other north south roads so that Goodman is not the only improved major arterial available to the public. Goodman becomes part of a network and the completion of that network will provide better overall traffic circulation. The MPO will also seek to implement congestion management process such as the ITS project now being constructed and the enhancement of traffic surveillance camera by MDOT.

6. Issue: Planned improvements to Pleasant Ridge Road.

2 Letter from TDOT Commissioner Nicely, an e-mail from Jacques Morrise and Form Letters Received 53 Area residents:

Comment: Local residents request removal of project to construct improvements to Pleasant Ridge Road from the Plan. They ask that the Road be left as a two lane facility. Draft Plan calls for widening of six lanes by 2026 for the section of Pleasant Ridge between Cuba-Woodstock and Austin Peay Highway.

Response – The widening of Pleasant Ridge has been on the long range plan for several updates. Pleasant Ridge is intended to serve as a major east-west local arterial for the northern portion of Shelby County. It is the only continuous local arterial between the Loosahatchie River and Navy Road, a distance of approximately 4 miles. It is therefore consider important to the grid network design current utilized by the MPO that this corridor be preserved for this purpose and remain available for future widening. As the Plan currently calls for this improvement in the period between 2016 and 2026, it will be possible to monitor the area for sometime to assure development patterns continue to warrant the improvements. Other roads identified in the form letter or other comments are intended for regional travel and do not best serve the travel needs of all local residents.

7. Issue: Status of Riverwalk Section

Sue A. Williams by E-Mail
1694 N Parkway
Memphis, TN

Comment: Is the continuation of the Bluff Walk between Ashburn Copock Park and Martyr’s Park behind the Rivermont in the plan? If not I would request its addition. What is its completion date? Can it be constructed of some softer material than concrete as concrete is hard walking surface on some pedestrians?

Response: The Riverwalk is an important part of both the Riverfront development and the Downtown pedestrian network. Parts of the project under construction are listed on page 6-18, but section you are interested in has not yet reached the contract stage. In the plan the construction of these section of Riverwalk is planned to be open during the period between 2006 and 2016.

8. Issue: Opposition to current Wolf River Parkway alignment

Sue A. Williams by E-Mail
1694 N Parkway
Memphis, TN

Comment: Asks about the current status of Wolf River Parkway (the graphic in the plan was too small and not labeled). Commenter is particularly concerned about any route through Riverwoods State Natural Area and through floodplain generally.

Response: The plan has this segment of the Wolf River Parkway as a priority one road with a horizon year of 2016. This Plan is only intended to address general corridor alignment and the routes and design specifics are determined in the environmental review process. We agree that environmental sensitive areas need special attention and our local project selection criteria for funding of local STP projects reflects that bias.

9. Issue: Supports greenways, but does not support funding for the Nonconnah Greenway unless it is NOT connected to the dredging project by the Corps of Engineers.

Sue A. Williams by E-Mail
1694 N Parkway
Memphis, TN

Response: Our greenway projects relate specifically to the transportation network within the larger Greenway areas. These include the bike and walking trails and their support facilities. Any dredging project for the overall greenway creation is beyond the scope of this plan.

10. Issue: Use of Existing Infrastructure and Creation of Light Rail Corridors

Sue A. Williams by E-Mail
1694 N Parkway
Memphis, TN

Comment: The draft report shows a projected decline of residents within the area of the City encircled by the Interstate system and in other parts of the City. Since this decline wastes dollars already spent on infrastructure, I have to wonder why we need so many roads out into the county. Those roads seem to be an unfair burden on those of us who stay; I don't care to finance developers; I realize that is an issue that the politicians must address. But roads and sewers allow sprawl. I support light rail; we need to look ahead and plan for better transportation choices for citizens as the baby boomers age and stop driving. I'd suggest that new easements need to be in the plan for light rail. These may have been included: but if they were, I could not discern routes from the graphics. I realize that routes within the city are still being analyzed.

Response: The Plan does not predict a decline in population in the identified areas, but rather a decline in the percentage that population represents of the entire region. As one of our primary goals is to utilize existing infrastructure we agree that unnecessary roads are not good planning policy. The basic premise of our plan is increased investment in

transit to fund a new light rail network to increase urban density along these corridors and in so doing prevent sprawl. As indicated the commenter favors this option. Again the plan is only intended to identify broad corridors for these major capital investments and in so doing allow the public significant voice in deciding their final alignment.

11. Issue: Inadequate Bike Plan in Plan

Sue A. Williams by E-Mail
1694 N Parkway
Memphis, TN

Comment: Commenter found the plan inadequate compared to what I have seen in other cities, specifically in Albuquerque, N M. I support dedicated bike lanes; like I see there.

Response: This Document was not intended to be the formal Bike Plan for the Region, but rather only to provide an analysis of current projects and how future needs are to be addressed. This comment and others from the Federal Transportation agencies will result in significantly more analysis and discussion of this aspect of the Long Range Plan.

12. Issue: Plan's Roads in the Shelby Farms Area

Summary of comments: The MPO has received numerous comments on the aspect of the Draft Long Range Plan

These include 8 faxed form letters requesting rejection of that part of the plan that calls for a six lane Kirby Whitten with an interchange at Walnut Grove based in part on the findings of the TDOT study recently concluded by the University of Tennessee. These letters support context sensitive design that would include public representation in the planning stages. In addition 1 letter and two e-mails were received of interested commercial property owners in the area supporting the current Plan road pattern as needed to support the existing and future traffic. Examples of specific comments on the issue are provided below

December 7, 2003
Ms. Bert Wolf - Fax Comment

Summary of Comment: The comment states concern about the future north-south road in the Shelby Farms area. Pass resistance to roads has been caused by "Overbuilt, inappropriate expressway type designs" considered harmful to the recreation areas of and the environment the Farms. It encourages the hiring of experts with experience in moving traffic efficiently, thoughtfully and farsightedly through environmentally sensitive areas and prevents the mistakes of the past.

Rusty Bloodworth by e-mail
Executive Vice President
Boyle Investment Company
5900 Poplar Avenue
Memphis, TN 38119
12/05/03 05:45PM

I write representing over 1000 acres of commercial, industrial and household users in several Boyle Investment Company developments in the vicinity of Shelby Farms. These developments are to the north (Century Center), the west (Humphreys Center), the south (Humphreys Center, Chartwell, Ridgeway Center, Regalia), and the east (Spring Creek, Riveredge). I want to encourage the adoption of those Long Range Plan Major Roadways that are identified on your draft available at the DPDGOV.com website for Memphis and Shelby County as of December 4, 2003 because it is critical to all of our tenants and residents in our above referenced developments, as well as for the economic health of Shelby County, to have as many linkages into and through Shelby Farms with at least the number of lanes indicated in the current draft. Because the surrounding perimeter roadway system is already at overload, any deletion of the current proposed roadway linkages should be vigorously opposed and every step possible should be taken by the MPO to assure better flow through the Farms area.

December 9, 2003
Mr. Art Wolf – Fax Comment

Comment – Concern is raised about the Segment of Walnut Grove between I-240 and the Wolf River as going at an angle and distance into Shelby Farms so as to eliminate other alternatives to the future road network in Shelby Farms. State opposition to “Plan B” and asks for more information on exact design and location, future speed limit and signage as well as the truck restrictions to be imposed. Claims approved Environmental Impact Statement is flawed and that inaccurate information has been provided in its development concerning park area classification.

Response – No change in the plan is being proposed at this time, as the current plan is representative of the only plan contained in an approved Environmental Impact Statement. There is a clearly demonstrated and significant divergence of public opinion for the needs of the future surface transportation system in and around Shelby Farms. The MPO supports the actions now being taken by Memphis and Shelby County to assist in the resolution of these issues with the development of additional information on the future needs of the area network to meet projected traffic volumes while conducting meaningful public participation in this task. The MPO encourages that the design aspects of the proposed roads in the area be in context with the unique environment that Shelby Farms provides. This process is endorsed in the current plan.

PUBLIC COMMENTS AT THE PUBLIC HEARING BEFORE THE REGIONAL ADVISORY BOARD DECEMBER 4, 2003

1. Issue: Improvements to Kirby Parkway, Walnut Grove Roads and other roads in area near Shelby Farms

Laura Adams

Bert Wolf

Art Wolf

Steve Sonheim

President and other Board members of the Friends of Shelby Farms

Comment: (Copy of Comments submitted in writing)

1. Issue: The improvements to Kirby Parkway and Walnut Grove are not in keeping with the Tennessee Department of Transportation's Report on the need for context sensitive design in the completion of these roadways.

Response: See above comment on Shelby Farms for roads within Shelby Farms discussion.

2. Issue: Feeder Road into Shelby Farms

Comment: The additional lanes called for in the plan that connect to roads on the perimeter of Shelby Farms are not consistent with Goal 3 in the Long Range Plan

Response: A central aspect of the Long Range Plan is the assurance the surface network envisioned in the Plan can address both current and future transportation needs. This is accomplished in most cases by the development of a local grid of street to meet the local and regional needs of the community. The MPO believes that until further clarification on the final land use patterns is provided, the projects land use and traffic demand generated by it warrants inclusion of these roads in the plan.

3. Issue: Other Roads in the region

Comment: The comment strongly supports certain projects in the region that are seen as roads that will relieve road pressure on Shelby Farms.

Response: These roads are maintained in the plan.

4. Issue: Lucas Birch Greenway along Wolf River

Comment: Comment states concern that it is too simple to change boundaries of the natural area. It asks how will the greenway be designed to accommodate both hikers and bikers? How will motorized vehicle be banned? Comment suggests the Greenway Trail be folded into the Master Plan that would include significant public input.

Response: Many of these questions are beyond the scope of the LRTP. Most will be addressed in the detailed Bike and Pedestrian Plan the LRTP calls to be adopted in calendar year 2004. The question of natural area boundaries is a matter of state law and beyond the purview of the MPO. As the overall Greenway Plan includes much more than just Shelby Farms the MPO believes that its inclusion in the Farms Master Plan is a matter to be decided by the Shelby County Commission Committee created to study these issues together with the jurisdictions supporting the Greenway's development.

APPENDIX E

GROWTH ALTERNATIVES PROJECTIONS METHODOLOGY

APPENDIX E

GROWTH ALTERNATIVES PROJECTIONS METHODOLOGY

LIGHT RAIL—Population Projections

- Total 2026 population of Shelby County, TN was taken from Woods & Poole Economics, Inc. County Forecast, 2002 edition.
- Total 2026 population of Fayette County, TN was taken from the adopted Fayette County Growth Plan.
- Total 2026 population of DeSoto County, MS was derived from the DeSoto County 2025 Comprehensive Plan.
- Distribution of total 2026 population to each TAZ was accomplished through analysis of Census Data, Building Permit and Demolition data (Memphis & Shelby County Code Enforcement), buildable acreage (Shelby County Assessor of Property), and extensive discussions with suburban and City of Memphis Planners and Engineers, with the idea that after 2016, higher density development will occur along the Light Rail corridor.
- Number of 2026 Households, Vehicles, and Workers was calculated using Census Population factors specific to each Census Tract.
- Population for each TAZ for intermediate years were calculated with a simple straight-line trend to 2000 Census population.
- Number of Households, Vehicles, and Workers for each TAZ for intermediate years was calculated using the same Census factors specific to each Census Tract.

SUBURBAN EXPANSION—Population Projections

- Suburban Expansion alternative assumed no light rail line would be constructed.
- Number of People, Households, Workers, Vehicles, and Employment for each TAZ was projected to be the same as the Light Rail Alternative until 2016, because Light Rail is not planned to exist in the MPO area until 2016.
- Suburban Expansion alternative was to be based on trend analysis of 1980, 1990 and 2000 census data. However, 1980 TAZ boundaries were radically altered in future years and comparisons could not be made.
- Trends analysis utilized 1995 base year population and 2000 census data by TAZ.
- Some of the calculated trends in growth and declining TAZs were not realistic due to extreme increases or decreases, therefore, plus or minus 5% was allocated.
- Suburban TAZs not identified as high-growth areas are consistent with 2026 Light Rail alternative population.
- Factors for HH, Vehicles, and Workers were consistent with LR Alternative.

Employment Projections

- 2000 Employment calculated from 1995 MPO data, Bureau of Business & Economic Research at University of Memphis & Memphis 2005
- Number of 2026 Employment by place of work was determined from the Memphis 2005 Economic/Growth Plan and Memphis Area Chamber data.

- Employment for each TAZ for intermediate years was calculated with a simple straight-line trend to 2000 employment data for both alternatives.

Appendix F

Demographic Projections of Light Rail Corridor Development Alternative by TAZ

Shelby County Projections
Light Rail Alternative

TAZ NUMBER	2000 TOTALS					2026 TOTALS					Population Trend Linear Equation*				Employment Trend Linear Equation*							
	Households	Population	Vehicles	Workers	Employment	Households	Population	Vehicles	Workers	Employment	Y(Pop)	=	A(y- intercept)	+	B(slope)	X(Year)	Y(Emp)	=	A(y- intercept)	+	B(slope)	X(Year)
1	0	-	-	-	95	0	0	-	-	433	Y	=	-	+	0.0000	X	Y	=	95	+	13.0000	X
2	0	-	-	-	286	0	0	-	-	502	Y	=	-	+	0.0000	X	Y	=	286	+	8.2903	X
3	0	-	-	-	246	0	0	-	-	405	Y	=	-	+	0.0000	X	Y	=	246	+	6.0968	X
4	0	-	-	-	263	0	0	-	-	479	Y	=	-	+	0.0000	X	Y	=	263	+	8.2903	X
5	124	173	100	114	467	216	300	174	198	900	Y	=	173	+	4.8846	X	Y	=	467	+	16.6452	X
6	24	34	20	22	374	72	100	58	66	800	Y	=	34	+	2.5385	X	Y	=	374	+	16.3871	X
7	28	39	23	26	2,854	72	100	58	66	3000	Y	=	39	+	2.3462	X	Y	=	2,854	+	5.6129	X
8	190	264	153	174	1,552	216	300	174	198	5000	Y	=	264	+	1.3846	X	Y	=	1,552	+	132.6129	X
9	460	639	371	422	3,059	540	750	435	495	3936	Y	=	639	+	4.2692	X	Y	=	3,059	+	33.7419	X
10	505	702	407	463	10,068	719	1000	580	660	11710	Y	=	702	+	11.4615	X	Y	=	10,068	+	63.1638	X
11	0	-	-	-	721	0	0	-	-	727	Y	=	-	+	0.0000	X	Y	=	721	+	0.2258	X
12	293	396	230	150	378	967	1305	757	496	378	Y	=	396	+	34.9615	X	Y	=	378	+	0.0000	X
13	1134	1,758	1,020	141	3,307	1714	2656	1,540	212	4007	Y	=	1,758	+	34.5385	X	Y	=	3,307	+	26.9380	X
14	0	-	-	-	4,164	239	370	215	30	4639	Y	=	-	+	14.2308	X	Y	=	4,164	+	18.2581	X
15	1	1	1	0	2,221	0	0	-	-	3997	Y	=	1	+	-0.0385	X	Y	=	2,221	+	68.2928	X
16	6	10	6	1	1,435	257	398	231	32	2750	Y	=	10	+	14.9231	X	Y	=	1,435	+	50.5831	X
17	224	347	201	28	1,085	323	500	290	40	1750	Y	=	347	+	5.8846	X	Y	=	1,085	+	25.5831	X
18	79	123	71	10	195	698	1082	628	87	321	Y	=	123	+	36.8846	X	Y	=	195	+	4.8387	X
19	250	347	201	229	1,462	1439	2000	1,160	1,320	1774	Y	=	347	+	63.5769	X	Y	=	1,462	+	12.0000	X
20	544	827	728	579	4,129	3012	4578	4,029	3,205	4206	Y	=	827	+	144.2692	X	Y	=	4,129	+	2.9677	X
21	129	317	48	124	1,522	61	150	23	59	2494	Y	=	317	+	-6.4231	X	Y	=	1,522	+	37.3871	X
22	484	1,587	286	794	225	723	2372	427	1,186	225	Y	=	1,587	+	30.1923	X	Y	=	225	+	0.0000	X
23	303	995	179	498	565	330	1082	195	541	565	Y	=	995	+	3.3462	X	Y	=	565	+	0.0000	X
24	747	1,845	424	1,033	2,329	810	2000	460	1,120	2189	Y	=	1,845	+	5.9615	X	Y	=	2,329	+	-5.3871	X
25	818	1,219	378	427	1,248	1179	1757	545	615	1452	Y	=	1,219	+	20.6923	X	Y	=	1,248	+	7.8387	X
26	97	250	33	105	3,119	282	728	95	306	3070	Y	=	250	+	18.3846	X	Y	=	3,119	+	-1.9032	X
27	562	882	326	485	2,020	1266	1988	736	1,093	2205	Y	=	882	+	42.5385	X	Y	=	2,020	+	7.0968	X
28	122	150	50	51	7,229	276	340	112	116	7229	Y	=	150	+	7.3077	X	Y	=	7,229	+	0.0000	X
29	663	815	269	277	6,498	1105	1359	448	462	6896	Y	=	815	+	20.9231	X	Y	=	6,498	+	15.3226	X
30	923	1,135	375	386	5,623	474	583	192	198	5623	Y	=	1,135	+	-21.2308	X	Y	=	5,623	+	0.0000	X
31	99	156	58	86	1,186	99	156	58	86	1807	Y	=	156	+	0.0000	X	Y	=	1,186	+	23.8710	X
32	320	770	262	385	422	320	770	262	385	422	Y	=	770	+	0.0000	X	Y	=	422	+	0.0000	X
33	780	1,989	656	835	240	1226	3126	1,032	1,313	263	Y	=	1,989	+	43.7308	X	Y	=	240	+	0.8710	X
34	536	1,368	451	575	283	536	1368	451	575	458	Y	=	1,368	+	0.0000	X	Y	=	283	+	6.7419	X
35	157	378	129	189	390	68	163	55	82	390	Y	=	378	+	-8.2692	X	Y	=	390	+	0.0000	X
36	20	27	3	10	3,033	0	0	-	-	5000	Y	=	27	+	-1.0385	X	Y	=	3,033	+	75.6452	X
37	17	23	3	9	410	74	100	11	38	1250	Y	=	23	+	2.9615	X	Y	=	410	+	32.2903	X
38	560	1,556	482	529	1,242	1439	4,000	1,240	1,360	3000	Y	=	1,556	+	94.0000	X	Y	=	1,242	+	67.6129	X
39	1278	3,999	1,160	1,800	558	1278	4,000	1,160	1,800	558	Y	=	3,999	+	0.0385	X	Y	=	558	+	0.0000	X
40	905	2,834	709	1,162	948	869	2,719	680	1,115	936	Y	=	2,834	+	-4.4231	X	Y	=	948	+	-0.4516	X
41	551	1,538	385	584	921	1147	3,200	800	1,216	921	Y	=	1,538	+	63.9231	X	Y	=	921	+	0.0000	X
42	0	-	-	-	63	137	403	278	258	358	Y	=	-	+	15.5000	X	Y	=	63	+	11.3548	X
43	1434	2,480	2,083	1,761	105	3038	5,255	4,414	3,731	105	Y	=	2,480	+	106.7308	X	Y	=	105	+	0.0000	X
44	221	382	321	271	4,178	183	316	265	224	4178	Y	=	382	+	-2.5385	X	Y	=	4,178	+	0.0000	X
45	31	96	24	39	1,347	51	159	40	65	1347	Y	=	96	+	2.4231	X	Y	=	1,347	+	0.0000	X
46	271	766	245	337	117	321	908	291	400	236	Y	=	766	+	5.4615	X	Y	=	117	+	4.5806	X
47	281	794	254	349	553	161	455	146	200	553	Y	=	794	+	-13.0385	X	Y	=	553	+	0.0000	X

Shelby County Projections
Light Rail Alternative

TAZ NUMBER	2000 TOTALS					2026 TOTALS					Population Trend Linear Equation*				Employment Trend Linear Equation*							
	Households	Population	Vehicles	Workers	Employment	Households	Population	Vehicles	Workers	Employment	Y(Pop)	=	intercept	+	B(slope)	X(Year)	Y(Emp)	=	intercept	+	B(slope)	X(Year)
48	1131	2,963	1,126	1,807	286	889	2,328	885	1,420	286	Y	=	2,963	+	-24.4231	X	Y	=	286	+	0.0000	X
49	991	2,398	1,199	1,295	231	872	2,111	1,056	1,140	231	Y	=	2,398	+	-11.0385	X	Y	=	231	+	0.0000	X
50	84	213	87	92	416	109	277	114	119	416	Y	=	213	+	2.4615	X	Y	=	416	+	0.0000	X
51	1373	3,500	1,435	1,505	508	1480	3,773	1,547	1,622	508	Y	=	3,500	+	10.5000	X	Y	=	508	+	0.0000	X
52	1429	3,458	1,729	1,867	574	1429	3,458	1,729	1,867	691	Y	=	3,458	+	0.0000	X	Y	=	574	+	4.5161	X
53	1353	3,545	1,347	1,773	454	1182	3,096	1,176	1,548	454	Y	=	3,545	+	-17.2692	X	Y	=	454	+	0.0000	X
54	474	1,376	454	592	710	403	1,170	386	503	710	Y	=	1,376	+	-7.9231	X	Y	=	710	+	0.0000	X
55	466	1,221	464	611	933	275	721	274	361	933	Y	=	1,221	+	-19.2308	X	Y	=	933	+	0.0000	X
56	893	2,171	1,086	1,281	2,319	1009	2,451	1,225	1,446	2319	Y	=	2,171	+	10.7610	X	Y	=	2,319	+	0.0000	X
57	1302	2,617	1,335	1,649	1,470	1253	2,518	1,284	1,586	1470	Y	=	2,617	+	-3.8023	X	Y	=	1,470	+	0.0000	X
58	1805	4,333	2,686	2,643	245	1862	4,470	2,771	2,726	321	Y	=	4,333	+	5.2512	X	Y	=	245	+	2.9355	X
59	1049	2,444	1,222	1,491	1,282	1241	2,892	1,446	1,764	1282	Y	=	2,444	+	17.2479	X	Y	=	1,282	+	0.0000	X
60	1565	3,176	2,509	2,509	898	1505	3,056	2,414	2,414	898	Y	=	3,176	+	-6.6145	X	Y	=	898	+	0.0000	X
61	238	478	244	301	367	221	445	227	280	404	Y	=	478	+	-1.2866	X	Y	=	367	+	1.4194	X
62	1053	2,833	1,190	1,898	6,353	1241	3,337	1,402	2,236	6353	Y	=	2,833	+	19.3844	X	Y	=	6,353	+	0.0000	X
63	1895	2,881	2,017	1,959	2,358	2488	3,782	2,647	2,571	2358	Y	=	2,881	+	34.6362	X	Y	=	2,358	+	0.0000	X
64	2652	4,615	3,461	3,554	5,750	3708	6,452	4,839	4,968	5750	Y	=	4,615	+	70.6428	X	Y	=	5,750	+	0.0000	X
65	353	745	380	522	1,716	607	1,282	654	897	2123	Y	=	745	+	20.6416	X	Y	=	1,716	+	15.6452	X
66	301	636	324	445	5,449	290	612	312	428	5720	Y	=	636	+	-0.9241	X	Y	=	5,449	+	10.4194	X
67	1214	2,331	1,841	1,772	699	1254	2,408	1,903	1,830	828	Y	=	2,331	+	2.9787	X	Y	=	699	+	4.9677	X
68	1068	2,104	1,578	1,662	1,399	1028	2,025	1,518	1,599	1506	Y	=	2,104	+	-3.0569	X	Y	=	1,399	+	4.1290	X
69	1410	2,778	2,084	2,195	3,133	1357	2,673	2,005	2,112	3133	Y	=	2,778	+	-4.0362	X	Y	=	3,133	+	0.0000	X
70	552	955	783	707	2,871	556	962	789	712	2871	Y	=	955	+	0.2779	X	Y	=	2,871	+	0.0000	X
71	1116	2,623	1,784	1,652	307	1116	2,623	1,784	1,652	461	Y	=	2,623	+	0.0000	X	Y	=	307	+	5.9355	X
72	1413	2,529	2,023	1,897	1,496	1413	2,529	2,023	1,897	1773	Y	=	2,529	+	0.0000	X	Y	=	1,496	+	10.6452	X
73	2558	3,709	1,372	2,300	5,564	2903	4209	1,557	2,610	6241	Y	=	3,709	+	19.2308	X	Y	=	5,564	+	26.0323	X
74	1383	2,738	2,245	1,807	334	1383	2,738	2,245	1,807	363	Y	=	2,738	+	0.0000	X	Y	=	334	+	1.1290	X
75	5	11	6	5	476	5	11	6	5	481	Y	=	11	+	0.0000	X	Y	=	476	+	0.1935	X
76	972	2,158	1,079	1,057	3,153	972	2158	1,079	1,057	3164	Y	=	2,158	+	0.0000	X	Y	=	3,153	+	0.4194	X
77	1198	3,018	1,026	1,509	1,120	1198	3018	1,026	1,509	1298	Y	=	3,018	+	0.0000	X	Y	=	1,120	+	6.8387	X
78	871	2,194	746	1,097	1,425	1069	2694	916	1,347	1495	Y	=	2,194	+	19.2308	X	Y	=	1,425	+	2.6774	X
79	975	1,931	1,583	1,274	409	975	1931	1,583	1,274	505	Y	=	1,931	+	0.0000	X	Y	=	409	+	3.6774	X
80	1572	3,773	2,415	2,528	1,076	1490	3,576	2,289	2,396	1124	Y	=	3,773	+	-7.5690	X	Y	=	1,076	+	1.8387	X
81	877	2,246	1,190	1,325	306	832	2,129	1,128	1,256	350	Y	=	2,246	+	-4.5057	X	Y	=	306	+	1.6774	X
82	1451	4,180	1,756	2,383	656	1376	3,962	1,664	2,258	747	Y	=	4,180	+	-8.3854	X	Y	=	656	+	3.4839	X
83	743	1,812	834	1,051	1,252	704	1,717	790	996	1301	Y	=	1,812	+	-3.6350	X	Y	=	1,252	+	1.9032	X
84	221	540	227	275	5,553	210	512	215	261	5862	Y	=	540	+	-1.0833	X	Y	=	5,553	+	11.8710	X
85	741	2,001	700	940	989	702	1,897	664	891	1038	Y	=	2,001	+	-4.0142	X	Y	=	989	+	1.8710	X
86	439	1,217	645	755	316	416	1,154	611	715	491	Y	=	1,217	+	-2.4414	X	Y	=	316	+	6.7419	X
87	996	2,760	1,463	1,711	531	944	2,616	1,387	1,622	534	Y	=	2,760	+	-5.5368	X	Y	=	531	+	0.0968	X
88	927	2,307	1,361	1,430	58	878	2,187	1,290	1,356	118	Y	=	2,307	+	-4.6280	X	Y	=	58	+	2.2903	X
89	913	2,283	1,484	1,484	260	866	2,164	1,407	1,407	268	Y	=	2,283	+	-4.5799	X	Y	=	260	+	0.2903	X
90	1422	3,640	1,929	2,148	433	1348	3,450	1,829	2,036	433	Y	=	3,640	+	-7.3022	X	Y	=	433	+	0.0000	X
91	634	1,584	1,030	1,030	301	601	1,501	976	976	304	Y	=	1,584	+	-3.1776	X	Y	=	301	+	0.1290	X
92	1029	2,243	1,705	1,436	298	1029	2,243	1,705	1,436	380	Y	=	2,243	+	0.0000	X	Y	=	298	+	3.1613	X
93	1039	2,264	1,721	1,449	1,186	984	2,146	1,631	1,373	1186	Y	=	2,264	+	-4.5418	X	Y	=	1,186	+	0.0000	X
94	1097	2,446	1,663	1,443	173	1040	2,318	1,577	1,368	186	Y	=	2,446	+	-4.9069	X	Y	=	173	+	0.4839	X

Shelby County Projections
Light Rail Alternative

TAZ NUMBER	2000 TOTALS					2026 TOTALS					Population Trend Linear Equation*				Employment Trend Linear Equation*			
	Households	Population	Vehicles	Workers	Employment	Households	Population	Vehicles	Workers	Employment	Y(Pop)	= intercept	+ B(slope)	X(Year)	Y(Emp)	= intercept	+ B(slope)	X(Year)
95	198	442	301	261	1,465	188	419	285	247	1561	Y =	442	+ -0.8867	X	Y =	1,465	+ 3.6774	X
96	0	-	-	-	405	0	-	-	-	468	Y =	- + 0.0000	X	Y =	405	+ 2.4194	X	
97	0	-	-	-	153	0	-	-	-	296	Y =	- + 0.0000	X	Y =	153	+ 5.5161	X	
98	221	505	647	343	1,063	219	500	641	340	1063	Y =	505	+ -0.1923	X	Y =	1,063	+ 0.0000	X
99	1594	3,635	4,660	2,472	334	1525	3,476	4,456	2,364	335	Y =	3,635	+ -6.1154	X	Y =	334	+ 0.0323	X
100	1871	4,265	5,468	2,900	578	2034	4,637	5,945	3,153	583	Y =	4,265	+ 14.3077	X	Y =	578	+ 0.1935	X
101	1733	4,090	2,822	2,618	1,257	1737	4,100	2,829	2,624	1695	Y =	4,090	+ 0.3846	X	Y =	1,257	+ 16.8387	X
102	872	1,902	1,522	989	293	872	1,902	1,522	989	674	Y =	1,902	+ 0.0000	X	Y =	293	+ 14.6452	X
103	29	64	51	33	2,629	46	100	80	52	3174	Y =	64	+ 1.3846	X	Y =	2,629	+ 20.9677	X
104	1455	3,171	2,537	1,649	5,046	1606	3,500	2,800	1,820	5177	Y =	3,171	+ 12.6538	X	Y =	5,046	+ 5.0323	X
105	31	75	59	46	5,112	41	100	78	61	5590	Y =	75	+ 0.9615	X	Y =	5,112	+ 18.3871	X
106	1605	3,933	3,068	2,399	3,897	1837	4,500	3,510	2,745	4217	Y =	3,933	+ 21.8077	X	Y =	3,897	+ 12.2903	X
107	1459	3,063	2,450	1,899	896	1478	3,104	2,483	1,924	1388	Y =	3,063	+ 1.5769	X	Y =	896	+ 18.9355	X
108	728	1,529	1,223	948	467	823	1,729	1,383	1,072	467	Y =	1,529	+ 7.6923	X	Y =	467	+ 0.0000	X
109	683	1,761	1,092	1,092	254	632	1,630	1,011	1,011	464	Y =	1,761	+ -5.0385	X	Y =	254	+ 8.0645	X
110	2099	4,114	3,209	2,468	651	2311	4,529	3,533	2,717	716	Y =	4,114	+ 15.9615	X	Y =	651	+ 2.4839	X
111	556	1,090	850	654	2,130	746	1,462	1,140	877	3427	Y =	1,090	+ 14.3077	X	Y =	2,130	+ 49.8710	X
112	28	60	48	31	72	102	222	178	115	87	Y =	60	+ 6.2308	X	Y =	72	+ 0.5806	X
113	1734	3,347	2,276	2,376	1,259	1734	3347	2,276	2,376	1271	Y =	3,347	+ 0.0000	X	Y =	1,259	+ 0.4516	X
114	2134	5,080	3,048	3,251	1,235	1861	4,428	2,657	2,834	1235	Y =	5,080	+ -25.0769	X	Y =	1,235	+ 0.0000	X
115	931	2,281	1,505	1,414	759	832	2,038	1,345	1,264	892	Y =	2,281	+ -9.3462	X	Y =	759	+ 5.1290	X
116	1913	4,687	3,093	2,906	540	1725	4,227	2,790	2,621	696	Y =	4,687	+ -17.6923	X	Y =	540	+ 6.0000	X
117	1248	3,221	1,997	1,997	438	1069	2,758	1,710	1,710	654	Y =	3,221	+ -17.8077	X	Y =	438	+ 8.3226	X
118	2049	6,229	2,554	4,173	814	1344	4,086	1,675	2,738	814	Y =	6,229	+ -82.4231	X	Y =	814	+ 0.0000	X
119	1349	3,358	1,713	2,082	557	1237	3,080	1,571	1,910	622	Y =	3,358	+ -10.6903	X	Y =	557	+ 2.4839	X
120	1273	3,501	1,540	2,241	281	1171	3,221	1,417	2,062	311	Y =	3,501	+ -10.7602	X	Y =	281	+ 1.1613	X
121	1162	3,195	1,406	2,045	314	1061	2,919	1,284	1,868	369	Y =	3,195	+ -10.6107	X	Y =	314	+ 2.1290	X
122	1171	3,010	1,234	1,595	843	1065	2,736	1,122	1,450	910	Y =	3,010	+ -10.5203	X	Y =	843	+ 2.5806	X
123	1863	4,397	2,638	2,990	765	1740	4,106	2,464	2,792	765	Y =	4,397	+ -11.1979	X	Y =	765	+ 0.0000	X
124	2160	5,464	1,912	2,732	1,611	2039	5,159	1,806	2,580	1611	Y =	5,464	+ -11.7192	X	Y =	1,611	+ 0.0000	X
125	0	-	-	-	386	0	-	-	-	409	Y =	- + 0.0000	X	Y =	386	+ 0.8710	X	
126	1618	3,689	2,213	2,545	1,316	1851	4,221	2,533	2,913	1408	Y =	3,689	+ 20.4722	X	Y =	1,316	+ 3.5484	X
127	700	2,148	752	1,095	1,121	830	2,548	892	1,299	1215	Y =	2,148	+ 15.3835	X	Y =	1,121	+ 3.6129	X
128	1354	4,158	1,455	2,121	901	1567	4,811	1,684	2,454	974	Y =	4,158	+ 25.1200	X	Y =	901	+ 2.8065	X
129	991	2,399	960	1,008	576	882	2,133	853	896	576	Y =	2,399	+ -10.2218	X	Y =	576	+ 0.0000	X
130	1080	2,657	1,143	1,435	1,631	971	2,388	1,027	1,289	1741	Y =	2,657	+ -10.3478	X	Y =	1,631	+ 4.2258	X
131	873	2,103	904	1,030	2,215	764	1,841	792	902	2215	Y =	2,103	+ -10.0772	X	Y =	2,215	+ 0.0000	X
132	1737	4,707	2,354	2,871	2,078	1628	4,412	2,206	2,691	2078	Y =	4,707	+ -11.3494	X	Y =	2,078	+ 0.0000	X
133	1005	2,502	1,276	1,551	715	898	2,235	1,140	1,386	715	Y =	2,502	+ -10.2721	X	Y =	715	+ 0.0000	X
134	805	2,327	884	1,419	519	714	2,062	784	1,258	621	Y =	2,327	+ -10.1866	X	Y =	519	+ 3.9355	X
135	1237	3,339	1,469	1,836	193	1134	3,061	1,347	1,684	263	Y =	3,339	+ -10.6810	X	Y =	193	+ 2.7097	X
136	248	598	257	293	2,761	147	355	153	174	3052	Y =	598	+ -9.3419	X	Y =	2,761	+ 11.1935	X
137	1045	2,822	1,242	1,552	1,434	945	2,551	1,122	1,403	1506	Y =	2,822	+ -10.4284	X	Y =	1,434	+ 2.7742	X
138	1089	2,940	1,294	1,617	586	988	2,667	1,174	1,467	586	Y =	2,940	+ -10.4861	X	Y =	586	+ 0.0000	X
139	190	515	252	273	63	101	273	134	145	57	Y =	515	+ -9.3014	X	Y =	63	+ -0.2258	X
140	184	489	230	279	988	183	486	229	277	988	Y =	489	+ -0.0972	X	Y =	988	+ 0.0000	X
141	1330	3,697	1,885	1,849	517	1323	3,678	1,876	1,839	517	Y =	3,697	+ -0.7345	X	Y =	517	+ 0.0000	X

Shelby County Projections
Light Rail Alternative

TAZ NUMBER	2000 TOTALS					2026 TOTALS					Population Trend Linear Equation*				Employment Trend Linear Equation*							
	Households	Population	Vehicles	Workers	Employment	Households	Population	Vehicles	Workers	Employment	Y(Pop)	=	intercept	+	B(slope)	X(Year)	Y(Emp)	=	intercept	+	B(slope)	X(Year)
142	732	1,962	765	961	140	728	1,952	761	956	215	Y	=	1,962	+	-0.3898	X	Y	=	140	+	2.9032	X
143	1244	3,358	1,108	1,813	365	1237	3,341	1,102	1,804	373	Y	=	3,358	+	-0.6672	X	Y	=	365	+	0.3226	X
144	749	2,067	641	847	404	745	2,056	637	843	404	Y	=	2,067	+	-0.4107	X	Y	=	404	+	0.0000	X
145	386	1,170	211	445	718	384	1,164	210	442	718	Y	=	1,170	+	-0.2325	X	Y	=	718	+	0.0000	X
146	727	1,898	475	892	439	723	1,888	472	887	439	Y	=	1,898	+	-0.3771	X	Y	=	439	+	0.0000	X
147	723	2,168	282	932	645	719	2,157	280	927	645	Y	=	2,168	+	-0.4308	X	Y	=	645	+	0.0000	X
148	953	2,679	1,045	1,340	322	948	2,665	1,039	1,333	322	Y	=	2,679	+	-0.5323	X	Y	=	322	+	0.0000	X
149	1282	3,411	1,603	1,944	1,168	1276	3,393	1,595	1,934	1168	Y	=	3,411	+	-0.6777	X	Y	=	1,168	+	0.0000	X
150	897	2,512	829	1,281	1,508	893	2,499	825	1,275	1508	Y	=	2,512	+	-0.4991	X	Y	=	1,508	+	0.0000	X
151	673	1,756	667	860	544	669	1,747	664	856	544	Y	=	1,756	+	-0.3489	X	Y	=	544	+	0.0000	X
152	0	-	-	-	303	0	-	-	-	295	Y	=	-	+	0.0000	X	Y	=	303	+	-0.3226	X
153	1268	3,309	1,257	1,621	635	1261	3,292	1,251	1,613	635	Y	=	3,309	+	-0.6575	X	Y	=	635	+	0.0000	X
154	524	1,468	484	749	1,785	522	1,460	482	745	1785	Y	=	1,468	+	-0.2917	X	Y	=	1,785	+	0.0000	X
155	516	1,558	343	592	1,735	513	1,550	341	589	1735	Y	=	1,558	+	-0.3096	X	Y	=	1,735	+	0.0000	X
156	75	159	56	57	3,005	75	158	55	57	3005	Y	=	159	+	-0.0316	X	Y	=	3,005	+	0.0000	X
157	160	409	217	245	933	160	407	216	244	933	Y	=	409	+	-0.0813	X	Y	=	933	+	0.0000	X
158	-	-	-	-	1,790	-	-	-	-	2,636	Y	=	-	+	0.0000	X	Y	=	1,790	+	32.5484	X
159	-	-	-	-	1,784	-	-	-	-	2,607	Y	=	-	+	0.0000	X	Y	=	1,784	+	31.6452	X
160	-	-	-	-	1,655	-	-	-	-	2,461	Y	=	-	+	0.0000	X	Y	=	1,655	+	31.0000	X
161	-	-	-	-	298	-	-	-	-	1,070	Y	=	-	+	0.0000	X	Y	=	298	+	29.6774	X
162	-	-	-	-	175	-	-	-	-	642	Y	=	-	+	0.0000	X	Y	=	175	+	17.9677	X
163	-	-	-	-	43	-	-	-	-	268	Y	=	-	+	0.0000	X	Y	=	43	+	8.6452	X
164	1393	4,068	2,319	2,522	291	1638	4,782	2,726	2,965	308	Y	=	4,068	+	27.4615	X	Y	=	291	+	0.6452	X
165	788	2,418	1,185	1,402	312	823	2,526	1,238	1,465	327	Y	=	2,418	+	4.1538	X	Y	=	312	+	0.5806	X
166	545	1,536	737	768	479	559	1,575	756	788	788	Y	=	1,536	+	1.5000	X	Y	=	479	+	11.8710	X
167	65	106	80	65	2,464	121	197	148	120	2464	Y	=	106	+	3.5000	X	Y	=	2,464	+	0.0000	X
168	1118	3,152	1,513	1,576	460	1314	3,705	1,778	1,853	577	Y	=	3,152	+	21.2729	X	Y	=	460	+	4.5161	X
169	1422	4,421	1,857	2,255	310	1487	4,626	1,943	2,359	346	Y	=	4,421	+	7.8846	X	Y	=	310	+	1.3871	X
170	1295	3,846	2,192	2,461	507	1295	3,846	2,192	2,461	500	Y	=	3,846	+	0.0000	X	Y	=	507	+	-0.2581	X
171	625	1,944	816	991	281	651	2,026	851	1,033	298	Y	=	1,944	+	3.1538	X	Y	=	281	+	0.6452	X
172	1510	4,892	2,397	2,886	491	1535	4,975	2,438	2,935	577	Y	=	4,892	+	3.1923	X	Y	=	491	+	3.2903	X
173	552	1,787	876	1,054	290	648	2,101	1,029	1,239	289	Y	=	1,787	+	12.0605	X	Y	=	290	+	-0.0323	X
174	1290	3,792	2,237	2,616	260	1516	4,457	2,630	3,076	725	Y	=	3,792	+	25.5923	X	Y	=	260	+	17.9032	X
175	2121	6,192	3,529	3,839	364	2493	7,279	4,149	4,513	481	Y	=	6,192	+	41.7900	X	Y	=	364	+	4.5161	X
176	172	502	286	311	34	202	590	336	366	116	Y	=	502	+	3.3880	X	Y	=	34	+	3.1613	X
177	1780	5,500	2,475	3,080	940	2092	6,465	2,909	3,620	1057	Y	=	5,500	+	37.1196	X	Y	=	940	+	4.4839	X
178	1634	4,887	2,786	3,372	712	1796	5,370	3,061	3,705	1063	Y	=	4,887	+	18.5769	X	Y	=	712	+	13.4839	X
179	455	1,274	752	917	178	535	1,498	884	1,078	226	Y	=	1,274	+	8.5983	X	Y	=	178	+	1.8387	X
180	9	24	14	17	1,381	10	28	17	20	1521	Y	=	24	+	0.1620	X	Y	=	1,381	+	5.3871	X
181	1436	4,022	2,373	2,896	351	1688	4,728	2,789	3,404	572	Y	=	4,022	+	27.1446	X	Y	=	351	+	8.5161	X
182	1188	3,266	1,731	2,319	381	1188	3,266	1,731	2,319	471	Y	=	3,266	+	0.0000	X	Y	=	381	+	3.4516	X
183	1392	3,771	1,622	2,376	2,539	1636	4,433	1,906	2,793	2539	Y	=	3,771	+	25.4506	X	Y	=	2,539	+	0.0000	X
184	1034	2,803	1,205	1,766	1,054	1114	3,019	1,298	1,902	1054	Y	=	2,803	+	8.3077	X	Y	=	1,054	+	0.0000	X
185	1433	4,085	2,247	2,819	1,416	1615	4,604	2,532	3,177	1635	Y	=	4,085	+	19.9615	X	Y	=	1,416	+	8.4194	X
186	1467	3,991	2,195	2,714	797	1725	4,691	2,580	3,190	870	Y	=	3,991	+	26.9354	X	Y	=	797	+	2.8065	X
187	1650	4,488	2,468	3,052	896	1940	5,276	2,902	3,587	1086	Y	=	4,488	+	30.2896	X	Y	=	896	+	7.2903	X
188	406	1,156	636	798	846	477	1,359	747	938	962	Y	=	1,156	+	7.8019	X	Y	=	846	+	4.4516	X

Shelby County Projections
Light Rail Alternative

TAZ NUMBER	2000 TOTALS					2026 TOTALS					Population Trend Linear Equation*				Employment Trend Linear Equation*							
	Households	Population	Vehicles	Workers	Employment	Households	Population	Vehicles	Workers	Employment	Y(Pop)	=	A(y- intercept)	+	B(slope)	X(Year)	Y(Emp)	=	A(y- intercept)	+	B(slope)	X(Year)
189	0	-	-	-	2,634	0	-	-	-	2714	Y	=	-	+	0.0000	X	Y	=	2,634	+	3.0645	X
190	297	484	363	295	2,715	625	1,019	764	622	2737	Y	=	484	+	20.5769	X	Y	=	2,715	+	0.8387	X
191	2	3	2	2	5,666	0	-	-	-	6694	Y	=	3	+	-0.1154	X	Y	=	5,666	+	39.5484	X
192	438	1,318	435	830	5,203	349	1,050	347	662	6626	Y	=	1,318	+	-10.3077	X	Y	=	5,203	+	54.7419	X
193	2	7	2	4	3,382	0	-	-	-	3635	Y	=	7	+	-0.2692	X	Y	=	3,382	+	9.7419	X
194	1672	5,033	1,661	3,171	545	1378	4,147	1,369	2,613	545	Y	=	5,033	+	-34.0769	X	Y	=	545	+	0.0000	X
195	142	427	141	269	930	142	427	141	269	3437	Y	=	427	+	0.0000	X	Y	=	930	+	96.4194	X
196	345	1,037	342	653	3,114	410	1,235	408	778	3524	Y	=	1,037	+	7.6154	X	Y	=	3,114	+	15.7742	X
197	1251	3,439	1,823	2,442	334	1372	3,773	2,000	2,679	1268	Y	=	3,439	+	12.8462	X	Y	=	334	+	35.9355	X
198	1967	5,507	3,249	3,965	292	2312	6,473	3,819	4,661	1153	Y	=	5,507	+	37.1669	X	Y	=	292	+	33.1290	X
199	9	29	16	20	181	0	-	-	-	503	Y	=	29	+	-1.1154	X	Y	=	181	+	12.3871	X
200	193	601	325	415	126	68	211	114	146	749	Y	=	601	+	-15.0000	X	Y	=	126	+	23.9677	X
201	413	1,284	693	886	161	349	1,086	586	749	943	Y	=	1,284	+	-7.6154	X	Y	=	161	+	30.0645	X
202	1708	4,594	2,573	2,940	901	1622	4,362	2,443	2,792	1798	Y	=	4,594	+	-8.9231	X	Y	=	901	+	34.4839	X
203	0	-	-	-	201	0	-	-	-	1118	Y	=	-	+	0.0000	X	Y	=	201	+	35.2581	X
204	5	14	1	6	1,207	0	-	-	-	2058	Y	=	14	+	-0.5385	X	Y	=	1,207	+	32.7419	X
205	26	78	5	34	10,085	0	-	-	-	10085	Y	=	78	+	-3.0000	X	Y	=	10,085	+	0.0000	X
206	4	13	1	6	1,033	0	-	-	-	1870	Y	=	13	+	-0.5000	X	Y	=	1,033	+	32.1935	X
207	0	-	-	-	8,330	0	-	-	-	8411	Y	=	-	+	0.0000	X	Y	=	8,330	+	3.1290	X
208	286	844	287	456	4,264	0	-	-	-	5833	Y	=	844	+	-32.4615	X	Y	=	4,264	+	60.3548	X
209	680	1,823	893	1,203	2,696	726	1,945	953	1,284	3029	Y	=	1,823	+	4.6923	X	Y	=	2,696	+	12.8065	X
210	4	11	6	9	6,076	0	-	-	-	6223	Y	=	11	+	-0.4231	X	Y	=	6,076	+	5.6452	X
211	1	2	1	2	3,463	0	-	-	-	3644	Y	=	2	+	-0.0769	X	Y	=	3,463	+	6.9677	X
212	0	1	1	1	1,894	0	-	-	-	3280	Y	=	1	+	-0.0385	X	Y	=	1,894	+	53.2903	X
213	725	1,944	953	1,283	2,175	599	1,604	786	1,059	3535	Y	=	1,944	+	-13.0769	X	Y	=	2,175	+	52.3052	X
214	788	2,452	1,324	1,692	285	664	2,066	1,116	1,426	2500	Y	=	2,452	+	-14.8462	X	Y	=	285	+	85.2035	X
215	1	4	2	3	1,181	0	-	-	-	7020	Y	=	4	+	-0.1538	X	Y	=	1,181	+	224.5906	X
216	3	8	5	8	587	0	-	-	-	3500	Y	=	8	+	-0.3077	X	Y	=	587	+	112.0422	X
217	9	23	15	23	312	0	-	-	-	2500	Y	=	23	+	-0.8846	X	Y	=	312	+	84.1712	X
218	0	-	-	-	465	0	-	-	-	3248	Y	=	-	+	0.0000	X	Y	=	465	+	107.0372	X
219	5	12	8	12	338	4	11	7	11	924	Y	=	12	+	-0.0385	X	Y	=	338	+	22.5484	X
220	21	56	36	56	528	29	75	49	75	3000	Y	=	56	+	0.7308	X	Y	=	528	+	95.0645	X
221	190	545	441	469	811	0	-	-	-	2808	Y	=	545	+	-20.9615	X	Y	=	811	+	76.8114	X
222	9	26	21	22	4,421	0	-	-	-	5158	Y	=	26	+	-1.0000	X	Y	=	4,421	+	28.3275	X
223	764	2,194	1,777	1,887	1,765	678	1,945	1,575	1,673	1930	Y	=	2,194	+	-9.5769	X	Y	=	1,765	+	6.3548	X
224	4	12	10	10	1,921	0	-	-	-	2605	Y	=	12	+	-0.4615	X	Y	=	1,921	+	26.2953	X
225	770	2,140	1,156	1,669	2,718	760	2,114	1,142	1,649	3334	Y	=	2,140	+	-1.0000	X	Y	=	2,718	+	23.6774	X
226	679	1,888	1,020	1,473	4,033	546	1,517	819	1,183	5758	Y	=	1,888	+	-14.2692	X	Y	=	4,033	+	66.3548	X
227	3590	10,195	4,282	7,442	2,394	3529	10,022	4,209	7,316	2516	Y	=	10,195	+	-6.6538	X	Y	=	2,394	+	4.7097	X
228	1098	3,240	1,102	1,750	4,259	986	2,909	989	1,571	4421	Y	=	3,240	+	-12.7308	X	Y	=	4,259	+	6.2258	X
229	2151	6,562	3,084	4,528	3,604	1990	6,071	2,853	4,189	3604	Y	=	6,562	+	-18.8846	X	Y	=	3,604	+	0.0000	X
230	0	-	-	-	3,595	0	-	-	-	3600	Y	=	-	+	0.0000	X	Y	=	3,595	+	0.1935	X
231	0	-	-	-	3,106	0	-	-	-	4642	Y	=	-	+	0.0000	X	Y	=	3,106	+	59.0645	X
232	1565	4,444	2,844	3,022	2,760	1480	4,204	2,691	2,859	3095	Y	=	4,444	+	-9.2308	X	Y	=	2,760	+	12.9032	X
233	2183	6,483	3,566	4,862	953	2001	5,943	3,269	4,457	977	Y	=	6,483	+	-20.7692	X	Y	=	953	+	0.9355	X
234	1479	3,905	2,538	2,694	1,159	1420	3,749	2,437	2,587	1338	Y	=	3,905	+	-6.0000	X	Y	=	1,159	+	6.9032	X
235	1145	3,367	1,717	2,323	1,647	1283	3,772	1,924	2,603	2029	Y	=	3,367	+	15.5769	X	Y	=	1,647	+	14.6774	X

Shelby County Projections
Light Rail Alternative

TAZ NUMBER	2000 TOTALS					2026 TOTALS					Population Trend Linear Equation*				Employment Trend Linear Equation*							
	Households	Population	Vehicles	Workers	Employment	Households	Population	Vehicles	Workers	Employment	Y(Pop)	=	intercept	+	B(slope)	X(Year)	Y(Emp)	=	intercept	+	B(slope)	X(Year)
236	0	-	-	-	2,189	0	-	-	-	2751	Y	=	-	+	0.0000	X	Y	=	2,189	+	21.6179	X
237	2624	6,430	3,858	5,208	675	2724	6,675	4,005	5,407	1255	Y	=	6,430	+	9.4231	X	Y	=	675	+	22.2953	X
238	1899	5,546	3,549	4,381	506	1899	5,546	3,549	4,381	533	Y	=	5,546	+	0.0000	X	Y	=	506	+	1.0323	X
239	1096	2,960	2,013	2,309	924	1096	2,960	2,013	2,309	1199	Y	=	2,960	+	0.0000	X	Y	=	924	+	10.5633	X
240	2075	5,603	3,810	4,370	550	1436	3,878	2,637	3,025	565	Y	=	5,603	+	-66.3462	X	Y	=	550	+	0.5806	X
241	1570	4,460	3,122	3,568	181	1762	5,005	3,504	4,004	241	Y	=	4,460	+	20.9615	X	Y	=	181	+	2.2903	X
242	1164	3,178	2,256	2,606	32	1465	4,000	2,840	3,280	118	Y	=	3,178	+	31.6154	X	Y	=	32	+	3.3226	X
243	674	1,902	1,255	1,712	28	1773	5,000	3,300	4,500	117	Y	=	1,902	+	119.1538	X	Y	=	28	+	3.4194	X
244	1318	3,900	2,886	3,159	212	2343	6,936	5,133	5,618	600	Y	=	3,900	+	116.7692	X	Y	=	212	+	14.9355	X
245	1617	4,640	3,294	3,712	330	1617	4,640	3,294	3,712	500	Y	=	4,640	+	0.0000	X	Y	=	330	+	6.5484	X
246	1041	2,988	2,121	2,390	46	1394	4,000	2,840	3,200	196	Y	=	2,988	+	38.9231	X	Y	=	46	+	5.7742	X
247	456	1,309	929	1,047	21	871	2,500	1,775	2,000	131	Y	=	1,309	+	45.8077	X	Y	=	21	+	4.2258	X
248	1266	3,735	2,540	2,876	393	1356	4,000	2,720	3,080	600	Y	=	3,735	+	10.1923	X	Y	=	393	+	7.9677	X
249	0	-	-	-	485	0	-	-	-	1511	Y	=	-	+	0.0000	X	Y	=	485	+	39.4739	X
250	906	2,210	1,326	1,547	902	906	2,210	1,326	1,547	1614	Y	=	2,210	+	0.0000	X	Y	=	902	+	27.4020	X
251	3672	6,829	4,302	4,439	1,880	3672	6,829	4,302	4,439	1981	Y	=	6,829	+	0.0000	X	Y	=	1,880	+	3.8710	X
252	3587	6,672	4,203	4,337	1,155	3587	6,672	4,203	4,337	1204	Y	=	6,672	+	0.0000	X	Y	=	1,155	+	1.8710	X
253	2884	6,518	4,041	4,954	1,568	2884	6,518	4,041	4,954	1654	Y	=	6,518	+	0.0000	X	Y	=	1,568	+	3.3226	X
254	0	-	-	-	1,356	0	-	-	-	1447	Y	=	-	+	0.0000	X	Y	=	1,356	+	3.5161	X
255	793	1,912	1,530	1,262	2,576	793	1,912	1,530	1,262	3322	Y	=	1,912	+	0.0000	X	Y	=	2,576	+	28.6774	X
256	250	602	482	397	212	250	602	482	397	548	Y	=	602	+	0.0000	X	Y	=	212	+	12.9355	X
257	320	770	616	508	246	354	853	682	563	693	Y	=	770	+	3.1923	X	Y	=	246	+	17.1935	X
258	2057	4,464	3,348	3,214	227	2057	4,464	3,348	3,214	903	Y	=	4,464	+	0.0000	X	Y	=	227	+	26.0000	X
259	481	1,043	782	751	110	106	231	173	166	232	Y	=	1,043	+	-31.2308	X	Y	=	110	+	4.7097	X
260	0	-	-	-	151	92	200	150	144	937	Y	=	-	+	7.6923	X	Y	=	151	+	30.2258	X
261	574	1,246	935	897	395	805	1,746	1,310	1,257	1773	Y	=	1,246	+	19.2308	X	Y	=	395	+	53.0000	X
262	1261	3,064	2,482	2,298	91	1604	3,897	3,157	2,923	399	Y	=	3,064	+	32.0385	X	Y	=	91	+	11.8387	X
263	242	589	477	442	1,886	494	1,200	972	900	2273	Y	=	589	+	23.5000	X	Y	=	1,886	+	14.8710	X
264	0	-	-	-	364	0	-	-	-	2000	Y	=	-	+	0.0000	X	Y	=	364	+	62.9355	X
265	597	1,545	1,221	1,190	166	772	2,000	1,580	1,540	772	Y	=	1,545	+	17.5000	X	Y	=	166	+	23.3226	X
266	63	163	129	126	165	772	2,000	1,580	1,540	1271	Y	=	163	+	70.6538	X	Y	=	165	+	42.5509	X
267	410	996	807	747	119	420	1,020	826	765	709	Y	=	996	+	0.9231	X	Y	=	119	+	22.6774	X
268	721	1,751	1,418	1,313	102	720	1,749	1,417	1,312	597	Y	=	1,751	+	-0.0769	X	Y	=	102	+	19.0323	X
269	1074	3,339	2,604	2,204	2,901	1158	3,600	2,808	2,376	8000	Y	=	3,339	+	10.0385	X	Y	=	2,901	+	196.1290	X
270	17	52	41	34	352	36	113	88	75	516	Y	=	52	+	2.3462	X	Y	=	352	+	6.3226	X
271	0	1	1	1	202	0	-	-	-	1026	Y	=	1	+	-0.0385	X	Y	=	202	+	31.7097	X
272	107	261	211	196	679	719	1,746	1,414	1,310	1450	Y	=	261	+	57.1154	X	Y	=	679	+	29.6452	X
273	0	-	-	-	98	0	-	-	-	597	Y	=	-	+	0.0000	X	Y	=	98	+	19.1935	X
274	220	572	446	400	125	1288	3,350	2,613	2,345	1275	Y	=	572	+	106.8462	X	Y	=	125	+	44.2308	X
275	9	23	18	16	42	195	508	396	356	558	Y	=	23	+	18.6538	X	Y	=	42	+	19.8610	X
276	0	-	-	-	323	386	1,000	790	770	4000	Y	=	-	+	38.4615	X	Y	=	323	+	141.4392	X
277	542	1,403	1,108	1,080	121	772	2,000	1,580	1,540	750	Y	=	1,403	+	22.9615	X	Y	=	121	+	24.1935	X
278	16	42	33	32	42	688	1,782	1,408	1,372	179	Y	=	42	+	66.9231	X	Y	=	42	+	5.2581	X
279	13	34	27	26	12	344	891	704	686	51	Y	=	34	+	32.9615	X	Y	=	12	+	1.4839	X
280	20	52	41	40	9	344	891	704	686	30	Y	=	52	+	32.2692	X	Y	=	9	+	0.8065	X
281	71	185	146	142	40	688	1,782	1,408	1,372	170	Y	=	185	+	61.4231	X	Y	=	40	+	5.0000	X
282	163	424	331	297	17	241	626	488	438	572	Y	=	424	+	7.7692	X	Y	=	17	+	21.3275	X

Shelby County Projections
Light Rail Alternative

TAZ NUMBER	2000 TOTALS					2026 TOTALS					Population Trend Linear Equation*				Employment Trend Linear Equation*							
	Households	Population	Vehicles	Workers	Employment	Households	Population	Vehicles	Workers	Employment	Y(Pop)	=	intercept	+	B(slope)	X(Year)	Y(Emp)	=	intercept	+	B(slope)	X(Year)
283	18	48	37	34	4	69	180	140	126	24	Y	=	48	+	5.0769	X	Y	=	4	+	0.7742	X
284	19	49	38	34	9	192	500	390	350	30	Y	=	49	+	17.3462	X	Y	=	9	+	0.8065	X
285	156	405	316	284	1,256	1070	2,782	2,170	1,947	7750	Y	=	405	+	91.4231	X	Y	=	1,256	+	249.7767	X
286	178	464	362	325	893	1461	3,799	2,963	2,659	5750	Y	=	464	+	128.2692	X	Y	=	893	+	186.8089	X
287	5	13	10	9	1,721	397	1,032	805	722	3598	Y	=	13	+	39.1923	X	Y	=	1,721	+	72.1737	X
288	15	40	31	28	274	647	1,681	1,311	1,177	1500	Y	=	40	+	63.1154	X	Y	=	274	+	47.1613	X
289	175	483	275	304	1,118	326	900	513	567	2532	Y	=	483	+	16.0385	X	Y	=	1,118	+	54.3871	X
290	98	255	199	179	79	802	2,086	1,627	1,460	300	Y	=	255	+	70.4231	X	Y	=	79	+	8.4839	X
291	34	89	69	62	17	154	400	312	280	52	Y	=	89	+	11.9615	X	Y	=	17	+	1.3548	X
292	47	123	96	86	8	115	300	234	210	52	Y	=	123	+	6.8077	X	Y	=	8	+	1.6774	X
293	10	25	20	18	42	192	500	390	350	76	Y	=	25	+	18.2692	X	Y	=	42	+	1.3226	X
294	696	1,920	1,094	1,210	1,137	913	2,520	1,436	1,588	1760	Y	=	1,920	+	23.0769	X	Y	=	1,137	+	23.9677	X
295	126	348	198	219	1,457	181	500	285	315	2530	Y	=	348	+	5.8462	X	Y	=	1,457	+	41.2581	X
296	3009	9,387	6,571	7,134	303	3249	10,137	7,096	7,704	552	Y	=	9,387	+	28.8462	X	Y	=	303	+	9.5806	X
297	614	1,928	1,272	1,485	48	1115	3,500	2,310	2,695	113	Y	=	1,928	+	60.4615	X	Y	=	48	+	2.5161	X
298	1915	5,974	4,182	4,242	172	1915	5,974	4,182	4,242	359	Y	=	5,974	+	0.0000	X	Y	=	172	+	7.1935	X
299	268	836	585	594	2,196	385	1,200	840	852	2648	Y	=	836	+	14.0000	X	Y	=	2,196	+	17.3871	X
300	233	700	525	483	1,104	300	900	675	621	1700	Y	=	700	+	7.6923	X	Y	=	1,104	+	22.9355	X
301	712	2,135	1,601	1,473	134	753	2,260	1,695	1,559	235	Y	=	2,135	+	4.8077	X	Y	=	134	+	3.8710	X
302	873	2,740	1,808	2,110	399	1115	3,500	2,310	2,695	655	Y	=	2,740	+	29.2308	X	Y	=	399	+	9.8387	X
303	825	2,590	1,709	1,994	62	952	2,990	1,973	2,302	152	Y	=	2,590	+	15.3846	X	Y	=	62	+	3.4516	X
304	577	1,732	1,299	1,195	391	1043	3,129	2,347	2,159	711	Y	=	1,732	+	53.7308	X	Y	=	391	+	12.2903	X
305	91	268	198	180	182	303	895	662	600	1127	Y	=	268	+	24.1154	X	Y	=	182	+	36.3548	X
306	119	352	260	236	141	287	847	627	567	403	Y	=	352	+	19.0385	X	Y	=	141	+	10.0645	X
307	874	2,578	1,908	1,727	15	949	2,800	2,072	1,876	93	Y	=	2,578	+	8.5385	X	Y	=	15	+	3.0000	X
308	516	1,523	1,127	1,020	139	587	1,733	1,282	1,161	209	Y	=	1,523	+	8.0769	X	Y	=	139	+	2.6774	X
309	2582	7,617	5,637	5,103	103	2694	7,947	5,881	5,324	206	Y	=	7,617	+	12.6923	X	Y	=	103	+	3.9677	X
310	992	2,926	2,165	1,960	593	1580	4,661	3,449	3,123	761	Y	=	2,926	+	66.7308	X	Y	=	593	+	6.4516	X
311	683	2,125	1,658	1,403	334	1016	3,161	2,466	2,086	713	Y	=	2,125	+	39.8462	X	Y	=	334	+	14.5806	X
312	17	42	32	29	254	102	250	188	175	613	Y	=	42	+	8.0000	X	Y	=	254	+	13.8065	X
313	1589	3,893	2,920	2,725	2,711	1949	4,775	3,581	3,343	3239	Y	=	3,893	+	33.9231	X	Y	=	2,711	+	20.2903	X
314	0	-	-	-	1,311	538	1,350	1,053	918	2126	Y	=	-	+	51.9231	X	Y	=	1,311	+	31.3548	X
315	3251	8,354	6,266	5,848	790	3310	8,506	6,380	5,954	1869	Y	=	8,354	+	5.8462	X	Y	=	790	+	41.4839	X
316	180	452	344	321	1,621	350	879	668	624	2438	Y	=	452	+	16.4231	X	Y	=	1,621	+	31.4194	X
317	87	218	166	155	209	122	306	233	217	706	Y	=	218	+	3.3846	X	Y	=	209	+	19.1290	X
318	875	2,196	1,669	1,559	1,139	1006	2,526	1,920	1,793	1748	Y	=	2,196	+	12.6923	X	Y	=	1,139	+	23.4194	X
319	913	2,072	1,575	1,326	420	1215	2,757	2,095	1,764	532	Y	=	2,072	+	26.3462	X	Y	=	420	+	4.3226	X
320	1177	2,671	2,030	1,709	455	1177	2,671	2,030	1,709	606	Y	=	2,671	+	0.0000	X	Y	=	455	+	5.8065	X
321	41	94	71	60	419	39	88	67	56	572	Y	=	94	+	-0.2308	X	Y	=	419	+	5.8710	X
322	19	44	33	28	456	0	-	-	-	709	Y	=	44	+	-1.6923	X	Y	=	456	+	9.7419	X
323	0	-	-	-	529	0	-	-	-	1270	Y	=	-	+	0.0000	X	Y	=	529	+	28.4839	X
324	869	1,972	1,499	1,262	5,482	869	1,972	1,499	1,262	6833	Y	=	1,972	+	0.0000	X	Y	=	5,482	+	51.9677	X
325	389	882	670	564	1,222	0	-	-	-	1519	Y	=	882	+	-33.9231	X	Y	=	1,222	+	11.4194	X
326	1	2	2	1	1,467	0	-	-	-	3857	Y	=	2	+	-0.0769	X	Y	=	1,467	+	91.9231	X
327	0	-	-	-	4,898	0	-	-	-	6153	Y	=	-	+	0.0000	X	Y	=	4,898	+	48.2581	X
328	61	129	108	81	915	139	291	244	183	2046	Y	=	129	+	6.2308	X	Y	=	915	+	43.5186	X
329	256	582	442	372	926	256	582	442	372	2612	Y	=	582	+	0.0000	X	Y	=	926	+	64.8387	X

Shelby County Projections
Light Rail Alternative

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	Households	Population	Vehicles	Workers	Employment	Households	Population	Vehicles	Workers	Employment	Y(Pop)	=	A(y- intercept)	+	B(slope)	X(Year)	Y(Emp)	=	A(y- intercept)	+	B(slope)	X(Year)
330	335	703	591	443	1,728	500	1,051	883	662	2631	Y	=	703	+	13.3846	X	Y	=	1,728	+	34.7419	X
331	918	1,928	1,620	1,215	3,230	1190	2,500	2,100	1,575	5055	Y	=	1,928	+	22.0000	X	Y	=	3,230	+	70.1960	X
332	410	860	722	542	315	410	860	722	542	661	Y	=	860	+	0.0000	X	Y	=	315	+	13.2903	X
333	426	894	751	563	70	476	1,000	840	630	218	Y	=	894	+	4.0769	X	Y	=	70	+	5.6774	X
334	5	11	9	7	300	238	500	420	315	993	Y	=	11	+	18.3877	X	Y	=	300	+	26.6452	X
335	0	1,438	-	-	2,010	0	1,438	-	-	2450	Y	=	1,438	+	0.0000	X	Y	=	2,010	+	16.9355	X
336	4294	10,006	7,004	7,905	2,177	6177	14,393	10,075	11,370	2901	Y	=	10,006	+	168.7308	X	Y	=	2,177	+	27.8387	X
337	139	277	211	213	672	1216	2,420	1,839	1,863	1418	Y	=	277	+	82.4231	X	Y	=	672	+	28.6774	X
338	407	810	616	624	687	491	977	743	752	1367	Y	=	810	+	6.4231	X	Y	=	687	+	26.1613	X
339	1	2	2	2	183	0	-	-	-	1137	Y	=	2	+	-0.0769	X	Y	=	183	+	36.6774	X
340	928	1,846	1,403	1,421	257	928	1,846	1,403	1,421	934	Y	=	1,846	+	0.0000	X	Y	=	257	+	26.0323	X
341	261	587	423	452	343	236	530	382	408	2128	Y	=	587	+	-2.1923	X	Y	=	343	+	68.6452	X
342	349	786	566	605	320	348	784	564	604	484	Y	=	786	+	-0.0769	X	Y	=	320	+	6.3226	X
343	0	-	-	-	938	0	-	-	-	2176	Y	=	-	+	0.0000	X	Y	=	938	+	47.6129	X
344	197	444	320	342	464	196	442	318	340	935	Y	=	444	+	-0.0769	X	Y	=	464	+	18.1290	X
345	106	238	171	183	158	133	300	216	231	883	Y	=	238	+	2.3846	X	Y	=	158	+	27.8710	X
346	2553	5,744	4,136	4,423	196	2667	6,000	4,320	4,620	484	Y	=	5,744	+	9.8462	X	Y	=	196	+	11.0645	X
347	1470	3,308	2,382	2,547	38	2304	5,184	3,732	3,992	158	Y	=	3,308	+	72.1538	X	Y	=	38	+	4.6129	X
348	0	-	-	-	371	0	2,669	-	-	1290	Y	=	-	+	102.6538	X	Y	=	371	+	35.3548	X
349	0	-	-	-	12	0	-	-	-	73	Y	=	-	+	0.0000	X	Y	=	12	+	2.3548	X
350	0	-	-	-	289	0	-	-	-	822	Y	=	-	+	0.0000	X	Y	=	289	+	20.4839	X
351	229	611	452	458	1,008	229	611	452	458	1322	Y	=	611	+	0.0000	X	Y	=	1,008	+	12.0645	X
352	1261	3,368	2,492	2,526	357	1911	5,103	3,776	3,827	1951	Y	=	3,368	+	66.7308	X	Y	=	357	+	61.2903	X
353	1269	3,388	2,507	2,541	59	2169	5,791	4,285	4,343	226	Y	=	3,388	+	92.4231	X	Y	=	59	+	6.4194	X
354	9	26	21	18	56	284	838	679	595	350	Y	=	26	+	31.2308	X	Y	=	56	+	11.2903	X
355	134	394	319	280	134	508	1,500	1,215	1,065	344	Y	=	394	+	42.5385	X	Y	=	134	+	8.0645	X
356	155	456	369	324	28	237	700	567	497	150	Y	=	456	+	9.3846	X	Y	=	28	+	4.6774	X
357	131	385	312	273	102	847	2,500	2,025	1,775	750	Y	=	385	+	81.3462	X	Y	=	102	+	24.9057	X
358	263	777	629	552	247	2759	8,140	6,593	5,779	1140	Y	=	777	+	283.1923	X	Y	=	247	+	34.3275	X
359	15	43	35	31	46	238	702	569	498	150	Y	=	43	+	25.3462	X	Y	=	46	+	4.0000	X
360	93	275	223	195	76	576	1,700	1,377	1,207	369	Y	=	275	+	54.8077	X	Y	=	76	+	11.2581	X
361	250	764	588	542	37	642	1,964	1,512	1,394	81	Y	=	764	+	46.1538	X	Y	=	37	+	1.7097	X
362	154	471	363	334	122	1144	3,500	2,695	2,485	355	Y	=	471	+	116.5000	X	Y	=	122	+	8.9677	X
363	871	2,108	1,518	1,729	35	1119	2,708	1,950	2,221	168	Y	=	2,108	+	23.0769	X	Y	=	35	+	5.0968	X
364	559	1,352	973	1,109	32	807	1,952	1,405	1,601	197	Y	=	1,352	+	23.0769	X	Y	=	32	+	6.3548	X
365	1261	3,051	2,197	2,502	152	1261	3,051	2,197	2,502	419	Y	=	3,051	+	0.0000	X	Y	=	152	+	10.2581	X
366	624	1,510	1,087	1,238	685	624	1,510	1,087	1,238	1107	Y	=	1,510	+	0.0000	X	Y	=	685	+	16.2258	X
367	1	3	2	2	196	0	-	-	-	483	Y	=	3	+	-0.1154	X	Y	=	196	+	11.0323	X
368	1378	3,141	2,387	2,576	246	1597	3,641	2,767	2,986	934	Y	=	3,141	+	19.2308	X	Y	=	246	+	26.4516	X
369	1264	3,804	2,625	2,853	184	1362	4,100	2,829	3,075	322	Y	=	3,804	+	11.3846	X	Y	=	184	+	5.3226	X
370	753	1,717	1,305	1,408	910	944	2,153	1,636	1,765	1579	Y	=	1,717	+	16.7692	X	Y	=	910	+	25.7419	X
371	3946	10,339	7,651	7,858	454	4023	10,539	7,799	8,010	919	Y	=	10,339	+	7.6923	X	Y	=	454	+	17.8710	X
372	768	2,259	1,762	1,626	220	2181	6,412	5,001	4,617	974	Y	=	2,259	+	159.7308	X	Y	=	220	+	29.0050	X
373	47	137	107	99	117	1495	4,395	3,428	3,164	657	Y	=	137	+	163.7692	X	Y	=	117	+	20.7816	X
374	230	675	527	486	201	1786	5,250	4,095	3,780	771	Y	=	675	+	175.9615	X	Y	=	201	+	21.9057	X
375	91	268	209	193	253	2232	6,563	5,119	4,725	1021	Y	=	268	+	242.1154	X	Y	=	253	+	29.5409	X
376	357	1,049	818	755	187	1122	3,300	2,574	2,376	1250	Y	=	1,049	+	86.5769	X	Y	=	187	+	40.8734	X

Shelby County Projections
Light Rail Alternative

TAZ NUMBER	2000 TOTALS					2026 TOTALS					Population Trend Linear Equation*				Employment Trend Linear Equation*							
	Households	Population	Vehicles	Workers	Employment	Households	Population	Vehicles	Workers	Employment	Y(Pop)	=	A(y- intercept)	+	B(slope)	X(Year)	Y(Emp)	=	A(y- intercept)	+	B(slope)	X(Year)
377	97	247	210	163	98	766	1,946	1,654	1,284	211	Y	=	247	+	65.3462	X	Y	=	98	+	4.3548	X
378	472	1,364	791	996	795	2861	8,269	4,796	6,036	1728	Y	=	1,364	+	265.5769	X	Y	=	795	+	35.9032	X
379	300	866	502	632	2,347	1814	5,242	3,040	3,827	4831	Y	=	866	+	168.3077	X	Y	=	2,347	+	95.5484	X
380	1	2	2	1	3,536	683	1,735	1,475	1,145	1818	Y	=	2	+	66.6538	X	Y	=	3,536	+	-66.0695	X
381	41	103	88	68	44	109	278	236	183	144	Y	=	103	+	6.7308	X	Y	=	44	+	3.8387	X
382	506	1,286	1,093	849	549	1890	4,800	4,080	3,168	1089	Y	=	1,286	+	135.1538	X	Y	=	549	+	20.7742	X
383	328	833	708	550	107	1246	3,164	2,689	2,088	319	Y	=	833	+	89.6538	X	Y	=	107	+	8.1613	X
384	119	301	256	199	15	1102	2,800	2,380	1,848	62	Y	=	301	+	96.1154	X	Y	=	15	+	1.8065	X
385	7	19	16	13	3	650	1,650	1,403	1,089	21	Y	=	19	+	62.7308	X	Y	=	3	+	0.6774	X
386	167	479	340	292	55	490	1,400	994	854	120	Y	=	479	+	35.4231	X	Y	=	55	+	2.4839	X
387	380	1,031	814	763	112	1255	3,402	2,688	2,517	221	Y	=	1,031	+	91.1923	X	Y	=	112	+	4.1935	X
388	620	1,680	1,327	1,243	128	1218	3,300	2,607	2,442	363	Y	=	1,680	+	62.3077	X	Y	=	128	+	9.0323	X
389	540	1,464	1,157	1,083	21	554	1,500	1,185	1,110	53	Y	=	1,464	+	1.3846	X	Y	=	21	+	1.2258	X
390	1477	4,004	3,163	2,963	491	1476	4,000	3,160	2,960	806	Y	=	4,004	+	-0.1538	X	Y	=	491	+	12.0968	X
391	46	125	99	93	1,270	74	200	158	148	1206	Y	=	125	+	2.8846	X	Y	=	1,270	+	-2.4566	X
392	0	-	-	-	1,266	0	-	-	-	6287	Y	=	-	+	0.0000	X	Y	=	1,266	+	193.1290	X
393	291	840	563	664	793	291	840	563	664	3574	Y	=	840	+	0.0000	X	Y	=	793	+	106.9677	X
394	917	2,651	1,776	2,094	565	948	2,740	1,836	2,165	1903	Y	=	2,651	+	3.4231	X	Y	=	565	+	51.4516	X
395	938	2,562	1,665	1,896	823	1721	4,698	3,054	3,477	3045	Y	=	2,562	+	82.1538	X	Y	=	823	+	85.4516	X
396	1530	4,176	2,714	3,090	595	1530	4,176	2,714	3,090	1515	Y	=	4,176	+	0.0000	X	Y	=	595	+	35.3871	X
397	970	2,881	2,017	2,161	178	1414	4,200	2,940	3,150	374	Y	=	2,881	+	50.7308	X	Y	=	178	+	7.5484	X
398	0	-	-	-	870	0	-	-	-	3495	Y	=	-	+	0.0000	X	Y	=	870	+	100.9504	X
399	24	71	50	53	487	0	-	-	-	2636	Y	=	71	+	-2.7308	X	Y	=	487	+	82.6501	X
400	788	2,340	1,638	1,755	171	1347	4,000	2,800	3,000	817	Y	=	2,340	+	63.8462	X	Y	=	171	+	24.8387	X
401	181	491	388	363	157	406	1,100	869	814	3250	Y	=	491	+	23.4231	X	Y	=	157	+	118.9529	X
402	590	1,798	1,259	1,313	298	2033	6,200	4,340	4,526	381	Y	=	1,798	+	169.3077	X	Y	=	298	+	3.1935	X
403	76	232	162	169	16	656	2,000	1,400	1,460	22	Y	=	232	+	68.0000	X	Y	=	16	+	0.2258	X
404	161	442	389	296	18	216	592	521	397	33	Y	=	442	+	5.7692	X	Y	=	18	+	0.5806	X
405	70	193	170	129	10	146	400	352	268	33	Y	=	193	+	7.9615	X	Y	=	10	+	0.9032	X
406	513	1,566	1,096	1,143	45	1475	4,500	3,150	3,285	198	Y	=	1,566	+	112.8462	X	Y	=	45	+	5.9032	X
407	244	686	494	501	26	534	1,500	1,080	1,095	112	Y	=	686	+	31.3077	X	Y	=	26	+	3.2903	X
408	126	353	254	258	37	896	2,518	1,813	1,838	151	Y	=	353	+	83.2692	X	Y	=	37	+	4.3871	X
409	250	764	535	558	25	1490	4,545	3,182	3,318	78	Y	=	764	+	145.4231	X	Y	=	25	+	2.0323	X
410	1459	4,305	3,014	3,057	271	1746	5,151	3,606	3,657	421	Y	=	4,305	+	32.5385	X	Y	=	271	+	5.7742	X
411	2400	6,744	4,856	4,923	54	3203	9,000	6,480	6,570	265	Y	=	6,744	+	86.7692	X	Y	=	54	+	8.0968	X
412	1976	5,711	4,055	4,226	1,416	2097	6,060	4,303	4,484	1611	Y	=	5,711	+	13.4231	X	Y	=	1,416	+	7.4839	X
413	1701	5,017	3,512	3,562	431	2203	6,500	4,550	4,615	721	Y	=	5,017	+	57.0385	X	Y	=	431	+	11.1613	X
414	1677	4,227	3,339	2,790	1,672	1677	4,227	3,339	2,790	2091	Y	=	4,227	+	0.0000	X	Y	=	1,672	+	16.1290	X
415	1042	2,678	1,741	1,982	606	1245	3,200	2,080	2,368	2176	Y	=	2,678	+	20.0769	X	Y	=	606	+	60.3871	X
416	385	990	644	733	1,080	385	990	644	733	2418	Y	=	990	+	0.0000	X	Y	=	1,080	+	51.4516	X
417	3	8	5	6	1,974	0	-	-	-	3159	Y	=	8	+	-0.3077	X	Y	=	1,974	+	45.5806	X
418	59	129	94	102	1,104	91	200	146	158	1913	Y	=	129	+	2.7308	X	Y	=	1,104	+	31.0968	X
419	573	1,254	915	991	258	624	1,367	998	1,080	313	Y	=	1,254	+	4.3462	X	Y	=	258	+	2.1290	X
420	953	2,087	1,524	1,649	440	1042	2,282	1,666	1,803	850	Y	=	2,087	+	7.5000	X	Y	=	440	+	15.7742	X
421	4	8	6	6	1,437	0	-	-	-	1575	Y	=	8	+	-0.3077	X	Y	=	1,437	+	5.2903	X
422	0	-	-	-	767	0	-	-	-	896	Y	=	-	+	0.0000	X	Y	=	767	+	4.9677	X
423	943	2,281	1,277	1,620	407	1173	2,838	1,589	2,015	565	Y	=	2,281	+	21.4231	X	Y	=	407	+	6.0645	X

Shelby County Projections
Light Rail Alternative

TAZ NUMBER	2000 TOTALS					2026 TOTALS					Population Trend Linear Equation*				Employment Trend Linear Equation*							
	Households	Population	Vehicles	Workers	Employment	Households	Population	Vehicles	Workers	Employment	Y(Pop)	=	intercept	+	B(slope)	X(Year)	Y(Emp)	=	intercept	+	B(slope)	X(Year)
424	427	1,034	579	734	1,115	427	1,034	579	734	1278	Y	=	1,034	+	0.0000	X	Y	=	1,115	+	6.2581	X
425	990	2,397	1,342	1,702	963	990	2,397	1,342	1,702	971	Y	=	2,397	+	0.0000	X	Y	=	963	+	0.2903	X
426	1124	2,787	1,951	2,202	874	157	390	273	308	1009	Y	=	2,787	+	-92.1923	X	Y	=	874	+	5.1935	X
427	1756	4,354	3,048	3,440	596	927	2,300	1,610	1,817	830	Y	=	4,354	+	-79.0000	X	Y	=	596	+	9.0000	X
428	145	402	297	289	815	280	775	574	558	901	Y	=	402	+	14.3462	X	Y	=	815	+	3.3226	X
429	2330	6,453	4,775	4,646	612	2571	7,121	5,270	5,127	685	Y	=	6,453	+	25.6923	X	Y	=	612	+	2.8065	X
430	1055	2,805	1,992	1,879	737	1055	2,805	1,992	1,879	1124	Y	=	2,805	+	0.0000	X	Y	=	737	+	14.8710	X
431	66	175	124	117	2,982	66	175	124	117	3060	Y	=	175	+	0.0000	X	Y	=	2,982	+	3.0000	X
432	294	800	520	560	357	551	1,500	975	1,050	421	Y	=	800	+	26.9231	X	Y	=	357	+	2.4516	X
433	893	2,509	1,806	1,832	994	893	2,509	1,806	1,832	994	Y	=	2,509	+	0.0000	X	Y	=	994	+	0.0000	X
434	1119	3,143	2,263	2,294	69	560	1,575	1,134	1,150	137	Y	=	3,143	+	-60.3077	X	Y	=	69	+	2.6129	X
435	6	15	10	11	35	88	239	155	167	78	Y	=	15	+	8.6154	X	Y	=	35	+	1.6452	X
436	17	46	30	32	28	246	670	436	469	43	Y	=	46	+	24.0000	X	Y	=	28	+	0.5806	X
437	7	19	12	13	17	0	-	-	-	24	Y	=	19	+	-0.7308	X	Y	=	17	+	0.2581	X
438	61	186	123	140	24	164	500	330	375	120	Y	=	186	+	12.0769	X	Y	=	24	+	3.7097	X
439	18	55	36	41	33	222	674	445	506	120	Y	=	55	+	23.8077	X	Y	=	33	+	3.3548	X
440	820	2,493	1,645	1,870	34	987	3,000	1,980	2,250	142	Y	=	2,493	+	19.5000	X	Y	=	34	+	4.1613	X
441	2	6	4	5	54	33	100	66	75	181	Y	=	6	+	3.6154	X	Y	=	54	+	4.9032	X
442	0	-	-	-	11	320	870	566	609	17	Y	=	-	+	33.4615	X	Y	=	11	+	0.2258	X
443	372	1,013	658	709	49	400	1,088	707	762	112	Y	=	1,013	+	2.8846	X	Y	=	49	+	2.4194	X
444	1041	2,831	1,840	1,982	21	1287	3,500	2,275	2,450	89	Y	=	2,831	+	25.7308	X	Y	=	21	+	2.6129	X
445	1	3	2	2	44	299	814	529	570	93	Y	=	3	+	31.1923	X	Y	=	44	+	1.8710	X
446	700	1,904	1,238	1,333	609	735	2,000	1,300	1,400	950	Y	=	1,904	+	3.6923	X	Y	=	609	+	13.1290	X
447	1062	2,888	1,877	2,022	121	1213	3,300	2,145	2,310	238	Y	=	2,888	+	15.8462	X	Y	=	121	+	4.4839	X
448	728	1,937	1,375	1,298	1,631	728	1,937	1,375	1,298	1759	Y	=	1,937	+	0.0000	X	Y	=	1,631	+	4.9355	X
449	1390	3,294	1,845	2,075	320	1603	3,800	2,128	2,394	481	Y	=	3,294	+	19.4615	X	Y	=	320	+	6.1935	X
450	1039	2,462	1,379	1,551	124	1077	2,553	1,430	1,608	377	Y	=	2,462	+	3.5000	X	Y	=	124	+	9.7419	X
451	429	1,016	569	640	88	429	1,016	569	640	262	Y	=	1,016	+	0.0000	X	Y	=	88	+	6.6774	X
452	491	1,386	832	859	171	491	1,386	832	859	287	Y	=	1,386	+	0.0000	X	Y	=	171	+	4.4516	X
453	775	2,101	1,429	1,366	69	863	2,340	1,591	1,521	120	Y	=	2,101	+	9.1923	X	Y	=	69	+	1.9677	X
454	462	1,491	656	1,029	77	672	2,170	955	1,497	298	Y	=	1,491	+	26.1154	X	Y	=	77	+	8.4839	X
455	2767	8,717	4,620	6,276	246	2914	9,179	4,865	6,609	553	Y	=	8,717	+	17.7692	X	Y	=	246	+	11.8065	X
456	843	2,657	1,408	1,913	98	952	3,000	1,590	2,160	163	Y	=	2,657	+	13.1923	X	Y	=	98	+	2.4839	X
457	0	-	-	-	167	0	-	-	-	892	Y	=	-	+	0.0000	X	Y	=	167	+	27.8710	X
458	31	83	64	47	510	473	1,250	963	713	951	Y	=	83	+	44.8846	X	Y	=	510	+	16.9677	X
459	313	825	635	470	550	556	1,469	1,131	837	1177	Y	=	825	+	24.7692	X	Y	=	550	+	24.0968	X
460	12	31	24	18	1,274	0	-	-	-	1803	Y	=	31	+	-1.1923	X	Y	=	1,274	+	20.3548	X
461	586	2,034	773	1,220	34	586	2,034	773	1,220	94	Y	=	2,034	+	0.0000	X	Y	=	34	+	2.3226	X
462	681	2,092	1,067	1,339	393	616	1,892	965	1,211	393	Y	=	2,092	+	-7.6923	X	Y	=	393	+	0.0000	X
463	583	1,575	772	1,008	543	583	1,575	772	1,008	543	Y	=	1,575	+	0.0000	X	Y	=	543	+	0.0000	X
464	266	717	351	459	299	266	717	351	459	296	Y	=	717	+	0.0000	X	Y	=	299	+	-0.0968	X
465	1379	3,943	1,656	2,405	620	1379	3,943	1,656	2,405	620	Y	=	3,943	+	0.0000	X	Y	=	620	+	0.0000	X
466	1160	3,318	1,394	2,024	263	1020	2,918	1,226	1,780	276	Y	=	3,318	+	-15.3846	X	Y	=	263	+	0.4839	X
467	1020	2,877	1,726	1,784	711	949	2,677	1,606	1,660	711	Y	=	2,877	+	-7.6923	X	Y	=	711	+	0.0000	X
468	1427	4,439	2,131	2,930	739	1363	4,239	2,035	2,798	739	Y	=	4,439	+	-7.6923	X	Y	=	739	+	0.0000	X
469	1273	3,908	1,993	2,501	86	1294	3,972	2,026	2,542	117	Y	=	3,908	+	2.4615	X	Y	=	86	+	1.1935	X
470	1395	4,337	2,082	2,862	228	1395	4,337	2,082	2,862	375	Y	=	4,337	+	0.0000	X	Y	=	228	+	5.6452	X

Shelby County Projections
Light Rail Alternative

TAZ NUMBER	2000 TOTALS					2026 TOTALS					Population Trend Linear Equation*				Employment Trend Linear Equation*							
	Households	Population	Vehicles	Workers	Employment	Households	Population	Vehicles	Workers	Employment	Y(Pop)	=	A(y- intercept)	+	B(slope)	X(Year)	Y(Emp)	=	A(y- intercept)	+	B(slope)	X(Year)
471	786	2,217	1,330	1,375	168	786	2,217	1,330	1,375	238	Y	=	2,217	+	0.0000	X	Y	=	168	+	2.6774	X
472	775	2,186	1,312	1,355	308	775	2,186	1,312	1,355	308	Y	=	2,186	+	0.0000	X	Y	=	308	+	0.0000	X
473	750	2,115	1,269	1,311	364	750	2,115	1,269	1,311	378	Y	=	2,115	+	0.0000	X	Y	=	364	+	0.5484	X
474	1057	3,034	1,396	1,669	255	1057	3,034	1,396	1,669	296	Y	=	3,034	+	0.0000	X	Y	=	255	+	1.5806	X
475	73	197	97	126	47	73	197	97	126	44	Y	=	197	+	0.0000	X	Y	=	47	+	-0.0968	X
476	0	1	1	1	228	0	-	-	-	751	Y	=	1	+	-0.0385	X	Y	=	228	+	20.0968	X
477	1291	3,486	1,708	2,231	932	1291	3,486	1,708	2,231	1410	Y	=	3,486	+	0.0000	X	Y	=	932	+	18.3871	X
478	773	2,088	1,023	1,336	223	773	2,088	1,023	1,336	354	Y	=	2,088	+	0.0000	X	Y	=	223	+	5.0323	X
479	0	-	-	-	50	0	-	-	-	86	Y	=	-	+	0.0000	X	Y	=	50	+	1.3871	X
480	13	35	27	20	55	50	132	102	75	82	Y	=	35	+	3.7308	X	Y	=	55	+	1.0323	X
481	214	566	436	323	164	411	1,084	835	618	394	Y	=	566	+	19.9231	X	Y	=	164	+	8.8387	X
482	92	270	186	173	119	327	962	664	616	347	Y	=	270	+	26.6154	X	Y	=	119	+	8.7742	X
483	1399	4,113	2,838	2,632	100	1499	4,406	3,040	2,820	129	Y	=	4,113	+	11.2692	X	Y	=	100	+	1.1290	X
484	69	204	141	131	27	108	317	219	203	65	Y	=	204	+	4.3462	X	Y	=	27	+	1.4516	X
485	1	4	3	3	9	0	-	-	-	28	Y	=	4	+	-0.1538	X	Y	=	9	+	0.7419	X
486	272	799	551	511	53	402	1,181	815	756	87	Y	=	799	+	14.6923	X	Y	=	53	+	1.2903	X
487	20	59	41	38	38	41	120	83	77	68	Y	=	59	+	2.3462	X	Y	=	38	+	1.1613	X
488	383	1,127	778	721	80	543	1,597	1,102	1,022	114	Y	=	1,127	+	18.0769	X	Y	=	80	+	1.3226	X
489	278	818	564	524	12	390	1,148	792	735	34	Y	=	818	+	12.6923	X	Y	=	12	+	0.8387	X
490	279	819	565	524	38	409	1,203	830	770	87	Y	=	819	+	14.7692	X	Y	=	38	+	1.8710	X
491	123	325	250	185	185	228	602	464	343	500	Y	=	325	+	10.6538	X	Y	=	185	+	12.0968	X
492	3	7	5	4	241	0	-	-	-	712	Y	=	7	+	-0.2692	X	Y	=	241	+	18.1290	X
493	480	1,344	900	900	353	659	1,844	1,235	1,235	369	Y	=	1,344	+	19.2308	X	Y	=	353	+	0.6129	X
494	393	1,100	737	737	1,505	750	2,100	1,407	1,407	1756	Y	=	1,100	+	38.4615	X	Y	=	1,505	+	9.6452	X
495	168	469	314	314	85	357	1,000	670	670	276	Y	=	469	+	20.4231	X	Y	=	85	+	7.3548	X
496	17	48	32	32	48	196	550	369	369	247	Y	=	48	+	19.3077	X	Y	=	48	+	7.6452	X
497	509	1,247	811	811	2,194	747	1,830	1,190	1,190	2194	Y	=	1,247	+	22.4231	X	Y	=	2,194	+	0.0000	X
498	1078	2,641	1,717	1,717	1,024	1020	2,500	1,625	1,625	1147	Y	=	2,641	+	5.4231	X	Y	=	1,024	+	4.7419	X
499	120	316	243	180	182	233	616	474	351	427	Y	=	316	+	11.5385	X	Y	=	182	+	9.4194	X
500	700	1,716	1,115	1,115	86	960	2,352	1,529	1,529	352	Y	=	1,716	+	24.4615	X	Y	=	86	+	10.2258	X
501	701	2,132	1,407	1,599	317	784	2,382	1,572	1,787	485	Y	=	2,132	+	9.6154	X	Y	=	317	+	6.4516	X
502	500	1,809	724	1,266	5,827	500	1,809	724	1,266	3628	Y	=	1,809	+	0.0000	X	Y	=	5,827	+	-84.5806	X
503	256	926	370	648	5,532	28	100	40	70	3410	Y	=	926	+	-31.7692	X	Y	=	5,532	+	-81.6129	X
504	231	646	433	433	283	286	800	536	536	594	Y	=	646	+	5.9231	X	Y	=	283	+	11.9677	X
505	254	711	476	476	117	893	2,500	1,675	1,675	188	Y	=	711	+	68.8077	X	Y	=	117	+	2.7419	X
506	309	847	745	567	71	365	1,000	880	670	126	Y	=	847	+	5.8846	X	Y	=	71	+	2.0968	X
507	39	107	94	72	18	96	263	231	176	49	Y	=	107	+	6.0000	X	Y	=	18	+	1.1935	X
508	25	68	60	46	33	108	295	260	198	124	Y	=	68	+	8.7308	X	Y	=	33	+	3.5161	X
509	186	509	448	341	41	182	500	440	335	104	Y	=	509	+	-0.3462	X	Y	=	41	+	2.4194	X
510	384	1,097	779	669	194	488	1,397	992	852	358	Y	=	1,097	+	11.5385	X	Y	=	194	+	6.2903	X
511	233	665	472	406	82	350	1,000	710	610	158	Y	=	665	+	12.8846	X	Y	=	82	+	2.9355	X
512	144	411	292	251	37	350	1,000	710	610	74	Y	=	411	+	22.6538	X	Y	=	37	+	1.4194	X
Shelby Subtotal	347,007	897,472	540,995	592,336	511,528	425,970	1,103,276	689,528	733,536	725,142	Y	=	897,472	+	7915.5	X	Y	=	511,528	+	8215.9	X

* From 2026 MPO Projections to Census 2000

DeSoto County Projections
Light Rail Alternative

TAZ Number	2000 TOTALS					2026 TOTALS					Population Trend Linear Equation*				Employment Trend Linear Equation*							
											A(y- Pop) = intercept		+ B(slope)	X(Year)	A(y- Emp) = intercept		+ B(slope)	X(Year)				
	Households	Population	Vehicles	Workers	Employment	Households	Population	Vehicles	Workers	Employment	Y(Pop)	=	253	+	10.4174	X	Y	=	497	+	20.4571	X
701	97	253	144	243	497	200	524	502	299	1,029	Y	=	253	+	10.4174	X	Y	=	497	+	20.4571	X
702	153	400	228	384	246	200	524	502	299	322	Y	=	400	+	4.7528	X	Y	=	246	+	2.9206	X
703	31	82	47	79	2114	100	260	251	148	6,728	Y	=	82	+	6.8578	X	Y	=	2,114	+	177.4589	X
704	0	0	0	0	1593	0	0	0	0	3,011	Y	=	-	+	0.0000	X	Y	=	1,593	+	54.5385	X
705	377	980	558	738	270	900	2,340	1,764	1,334	645	Y	=	980	+	52.3255	X	Y	=	270	+	14.4231	X
706	216	567	323	424	176	574	1,504	1,125	857	467	Y	=	567	+	36.0399	X	Y	=	176	+	11.1906	X
707	664	1726	984	1301	428	900	2,340	1,764	1,334	580	Y	=	1,726	+	23.5995	X	Y	=	428	+	5.8495	X
708	552	1434	817	1081	312	700	1,820	1,372	1,037	396	Y	=	1,434	+	14.8272	X	Y	=	312	+	3.2261	X
709	368	956	545	721	1233	289	751	566	428	969	Y	=	956	+	-7.8823	X	Y	=	1,233	+	-10.1704	X
710	68	177	101	133	122	180	468	353	267	322	Y	=	177	+	11.1985	X	Y	=	122	+	7.7049	X
711	41	106	60	80	1063	32	83	63	47	834	Y	=	106	+	-0.8776	X	Y	=	1,063	+	-8.8178	X
712	221	574	327	435	188	370	962	729	548	315	Y	=	574	+	14.9225	X	Y	=	188	+	4.8863	X
713	134	350	199	265	29	1,100	2,860	2,167	1,630	235	Y	=	350	+	96.5574	X	Y	=	29	+	7.9339	X
714	113	295	168	223	30	900	2,340	1,773	1,334	242	Y	=	295	+	78.6634	X	Y	=	30	+	8.1353	X
715	126	326	186	247	21	800	2,080	1,576	1,186	132	Y	=	326	+	67.4484	X	Y	=	21	+	4.2804	X
716	99	257	146	195	32	800	2,080	1,576	1,186	263	Y	=	257	+	70.1208	X	Y	=	32	+	8.8662	X
717	222	622	354	493	65	900	2,520	1,998	1,436	263	Y	=	622	+	73.0004	X	Y	=	65	+	7.6187	X
718	183	512	292	406	45	900	2,520	1,998	1,436	221	Y	=	512	+	77.2272	X	Y	=	45	+	6.7727	X
719	168	470	268	372	288	220	616	488	351	378	Y	=	470	+	5.6339	X	Y	=	288	+	3.4571	X
720	159	446	254	354	232	220	616	488	351	321	Y	=	446	+	6.5396	X	Y	=	232	+	3.4078	X
721	153	429	244	340	145	400	1,120	888	638	379	Y	=	429	+	26.5741	X	Y	=	145	+	8.9925	X
722	116	325	185	258	70	700	1,960	1,554	1,117	421	Y	=	325	+	62.8835	X	Y	=	70	+	13.5071	X
723	151	424	242	336	117	700	1,960	1,554	1,117	543	Y	=	424	+	59.0794	X	Y	=	117	+	16.3674	X
724	307	860	490	682	196	800	2,240	1,776	1,277	509	Y	=	860	+	53.0620	X	Y	=	196	+	12.0574	X
725	1172	3047	1737	2145	1973	1,300	3,380	2,379	1,927	2,189	Y	=	3,047	+	12.8059	X	Y	=	1,973	+	8.2935	X
726	857	2228	1269	1568	1981	791	2,057	1,448	1,172	1,829	Y	=	2,228	+	-6.5759	X	Y	=	1,981	+	-5.8470	X
727	578	1502	856	1057	4326	597	1,552	1,093	885	4,471	Y	=	1,502	+	1.9294	X	Y	=	4,326	+	5.5583	X
728	484	1258	717	886	3496	564	1,466	1,032	836	4,073	Y	=	1,258	+	7.9944	X	Y	=	3,496	+	22.2110	X
729	433	1082	617	714	491	1,022	2,555	1,686	1,456	1,160	Y	=	1,082	+	56.6596	X	Y	=	491	+	25.7241	X
730	1812	4529	2582	2989	2533	1,818	4,545	3,000	2,591	2,542	Y	=	4,529	+	0.6096	X	Y	=	2,533	+	0.3410	X
731	931	2328	1328	1853	2219	1,086	2,715	2,161	1,548	2,587	Y	=	2,328	+	14.8731	X	Y	=	2,219	+	14.1719	X
732	947	2368	1350	1885	772	1,022	2,555	2,034	1,456	833	Y	=	2,368	+	7.1735	X	Y	=	772	+	2.3388	X
733	436	1090	621	767	109	815	2,038	1,434	1,161	204	Y	=	1,090	+	36.4678	X	Y	=	109	+	3.6504	X
734	9	23	13	18	4855	10	25	20	14	5,329	Y	=	23	+	0.0855	X	Y	=	4,855	+	18.2252	X
735	216	605	345	430	75	800	2,240	1,592	1,277	279	Y	=	605	+	62.8679	X	Y	=	75	+	7.8304	X
736	448	1255	715	789	109	1,200	3,360	2,112	1,915	291	Y	=	1,255	+	80.9475	X	Y	=	109	+	7.0106	X
737	440	1231	702	910	182	700	1,960	1,449	1,117	289	Y	=	1,231	+	28.0212	X	Y	=	182	+	4.1317	X
738	290	813	463	601	77	500	1,400	1,035	798	132	Y	=	813	+	22.5891	X	Y	=	77	+	2.1298	X
739	67	176	100	120	13	150	393	267	224	29	Y	=	176	+	8.3418	X	Y	=	13	+	0.6155	X
740	221	580	330	394	28	400	1,048	712	597	51	Y	=	580	+	17.9981	X	Y	=	28	+	0.8759	X
741	56	115	65	100	43	300	611	534	348	231	Y	=	115	+	19.0826	X	Y	=	43	+	7.2145	X
742	94	245	140	167	24	200	524	356	299	51	Y	=	245	+	10.7161	X	Y	=	24	+	1.0430	X
743	156	410	233	278	82	250	655	445	373	131	Y	=	410	+	9.4348	X	Y	=	82	+	1.8870	X
744	66	185	106	118	31	400	1,120	712	638	188	Y	=	185	+	35.9486	X	Y	=	31	+	6.0342	X
745	183	513	292	326	230	500	1,400	890	798	628	Y	=	513	+	34.1207	X	Y	=	230	+	15.3056	X
746	84	234	133	149	49	500	1,400	890	798	291	Y	=	234	+	44.8388	X	Y	=	49	+	9.3201	X

DeSoto County Projections
Light Rail Alternative

TAZ Number	2000 TOTALS					2026 TOTALS					Population Trend Linear Equation*				Employment Trend Linear Equation*							
											A(y- Y(Pop))		= intercept	+	B(slope)	X(Year)	A(y- Y(Emp))		= intercept	+	B(slope)	X(Year)
	Households	Population	Vehicles	Workers	Employment	Households	Population	Vehicles	Workers	Employment	Y	=	124	+	15.3967	X	Y	=	7	+	0.8521	X
747	47	124	71	84	7	200	524	356	299	29	Y	=	233	+	21.2809	X	Y	=	22	+	1.9765	X
748	89	233	133	158	22	300	786	534	448	73	Y	=	777	+	45.5050	X	Y	=	64	+	3.7379	X
749	277	777	443	574	64	700	1,960	1,449	1,117	161	Y	=	1,503	+	60.6672	X	Y	=	180	+	7.2485	X
750	537	1503	857	1084	180	1,100	3,080	2,222	1,756	368	Y	=	657	+	71.6598	X	Y	=	23	+	2.5024	X
751	235	657	374	436	23	900	2,520	1,674	1,436	88	Y	=	5,364	+	-7.4843	X	Y	=	757	+	-1.0570	X
752	1915	5364	3057	3371	757	1,846	5,169	3,249	2,946	730	Y	=	3,704	+	5.6074	X	Y	=	450	+	0.6816	X
753	1323	3704	2112	2328	450	1,375	3,850	2,420	2,195	468	Y	=	370	+	61.1429	X	Y	=	14	+	2.3085	X
754	132	370	211	246	14	700	1,960	1,302	1,117	74	Y	=	791	+	127.0376	X	Y	=	252	+	11.2060	X
755	417	1168	665	776	252	900	2,520	1,674	1,436	543	Y	=	1,168	+	52.0058	X	Y	=	468	+	75.1551	X
756	282	791	451	525	468	1,462	4,094	2,719	2,333	2,422	Y	=	161	+	12.5907	X	Y	=	1,080	+	84.6263	X
757	64	161	92	106	1080	195	488	322	278	3,280	Y	=	2,576	+	69.6016	X	Y	=	1,446	+	39.0537	X
758	999	2576	1469	1648	1446	1,700	4,386	2,805	2,500	2,461	Y	=	330	+	80.7869	X	Y	=	156	+	38.3655	X
759	122	330	188	203	156	900	2,430	1,494	1,385	1,154	Y	=	20	+	-0.7549	X	Y	=	-	+	90.1923	X
760	7	20	11	12	0	0	0	0	0	2,345	Y	=	646	+	48.5939	X	Y	=	1,072	+	80.6675	X
761	239	646	368	576	1072	707	1,909	1,704	1,088	3,169	Y	=	1,236	+	16.8526	X	Y	=	238	+	3.2417	X
762	458	1236	704	760	238	620	1,674	1,029	954	322	Y	=	352	+	72.6037	X	Y	=	32	+	6.6121	X
763	126	352	201	303	32	800	2,240	1,928	1,277	204	Y	=	512	+	48.9427	X	Y	=	105	+	9.9805	X
764	190	512	292	457	105	661	1,785	1,593	1,017	364	Y	=	299	+	63.8761	X	Y	=	133	+	28.3858	X
765	107	299	171	258	133	700	1,960	1,687	1,117	871	Y	=	283	+	42.9425	X	Y	=	27	+	4.0182	X
766	101	283	162	244	27	500	1,400	1,205	798	131	Y	=	111	+	7.5829	X	Y	=	10	+	0.7140	X
767	40	111	63	95	10	110	308	265	176	29	Y	=	244	+	10.0051	X	Y	=	408	+	16.7348	X
768	87	244	139	210	408	180	504	434	287	843	Y	=	423	+	86.0430	X	Y	=	58	+	11.7743	X
769	151	423	241	364	58	950	2,660	2,290	1,516	364	Y	=	135	+	14.1792	X	Y	=	8	+	0.8159	X
770	48	135	77	116	8	180	504	434	287	29	Y	=	295	+	108.6451	X	Y	=	8	+	3.0643	X
771	114	295	168	224	8	1,200	3,120	2,364	1,778	88	Y	=	360	+	56.1728	X	Y	=	20	+	3.1790	X
772	111	289	164	219	47	1,100	2,860	2,167	1,630	467	Y	=	289	+	98.9030	X	Y	=	47	+	16.1495	X
773	174	451	257	342	41	1,500	3,900	2,955	2,223	351	Y	=	632	+	125.7038	X	Y	=	41	+	11.9381	X
774	243	632	360	518	48	1,500	3,900	3,195	2,223	294	Y	=	1,501	+	112.2532	X	Y	=	48	+	9.4761	X
775	138	360	205	295	20	700	1,820	1,491	1,037	103	Y	=	1,501	+	111.9532	X	Y	=	87	+	6.5015	X
776	372	967	551	732	198	3,000	7,800	5,910	4,446	1,601	Y	=	1,399	+	-10.5104	X	Y	=	198	+	53.9464	X
777	385	1002	570	724	1399	310	806	583	459	1,126	Y	=	1,363	+	-7.4225	X	Y	=	555	+	-3.0198	X
778	524	1363	777	986	555	450	1,170	846	667	476	Y	=	73	+	12.2061	X	Y	=	50	+	8.4504	X
779	28	73	41	60	50	150	390	320	222	270	Y	=	410	+	9.4269	X	Y	=	28	+	0.6333	X
780	577	1501	856	1086	87	1,700	4,420	3,196	2,519	256	Y	=	622	+	6.3039	X	Y	=	40	+	0.4090	X
781	50	129	73	93	0	160	416	301	237	0	Y	=	129	+	11.0472	X	Y	=	-	+	0.0000	X
782	1492	3878	2211	2804	452	2,611	6,789	4,909	3,870	791	Y	=	3,878	+	111.9532	X	Y	=	452	+	13.0439	X
783	216	561	320	542	266	500	1,300	1,255	741	1,000	Y	=	561	+	28.4107	X	Y	=	266	+	28.2315	X
784	170	445	254	426	31	400	1,048	1,004	597	73	Y	=	445	+	23.1862	X	Y	=	31	+	1.6151	X
785	106	279	159	267	26	150	393	377	224	37	Y	=	279	+	4.3929	X	Y	=	26	+	0.4136	X
786	130	338	193	327	47	200	520	502	296	72	Y	=	338	+	6.9822	X	Y	=	47	+	0.9668	X
787	95	247	140	202	28	200	520	426	296	58	Y	=	247	+	10.5077	X	Y	=	28	+	1.1720	X
788	156	410	233	333	28	250	655	533	373	44	Y	=	410	+	9.4269	X	Y	=	28	+	0.6333	X
789	237	622	355	506	40	300	786	639	448	51	Y	=	622	+	6.3039	X	Y	=	40	+	0.4090	X
790	81	211	120	173	24	200	520	426	296	58	Y	=	211	+	11.8736	X	Y	=	24	+	1.3244	X
791	74	192	109	158	11	200	520	426	296	29	Y	=	192	+	12.6021	X	Y	=	11	+	0.7028	X
792	280	734	418	597	41	400	1,048	852	597	59	Y	=	734	+	12.0780	X	Y	=	41	+	0.6800	X

DeSoto County Projections
Light Rail Alternative

TAZ Number	2000 TOTALS					2026 TOTALS					Population Trend Linear Equation*				Employment Trend Linear Equation*				
											A(y- Y(Pop)) = intercept		+ B(slope)	X(Year)	A(y- Y(Emp)) = intercept		+ B(slope)	X(Year)	
	Households	Population	Vehicles	Workers	Employment	Households	Population	Vehicles	Workers	Employment									
793	180	471	268	383	37	250	655	533	373	51	Y	=	471	+	7.0593	X	Y	=	37 + 0.5497 X
794	147	384	219	312	22	250	655	533	373	37	Y	=	384	+	10.4285	X	Y	=	22 + 0.5891 X
795	142	372	212	303	22	280	734	596	418	44	Y	=	372	+	13.9039	X	Y	=	22 + 0.8335 X
796	135	350	200	287	24	250	650	533	371	44	Y	=	350	+	11.5411	X	Y	=	24 + 0.7812 X
797	175	459	262	389	58	220	576	488	329	73	Y	=	459	+	4.5126	X	Y	=	58 + 0.5719 X
798	309	810	462	687	91	300	786	666	448	88	Y	=	810	+	-0.9351	X	Y	=	91 + -0.1047 X
799	243	637	363	540	79	250	655	555	373	81	Y	=	637	+	0.6931	X	Y	=	79 + 0.0857 X
800	314	880	502	698	99	280	784	622	447	88	Y	=	880	+	-3.7115	X	Y	=	99 + -0.4166 X
801	181	507	289	402	685	250	700	555	399	947	Y	=	507	+	7.4378	X	Y	=	685 + 10.0622 X
802	356	932	531	790	127	700	1,834	1,554	1,045	249	Y	=	932	+	34.6955	X	Y	=	127 + 4.7106 X
803	44	114	65	88	47	150	393	303	224	161	Y	=	114	+	10.7272	X	Y	=	47 + 4.3946 X
804	83	232	132	168	108	500	1,400	1,010	798	653	Y	=	232	+	44.9092	X	Y	=	108 + 20.9470 X
805	276	723	412	557	46	1,500	3,930	3,030	2,240	249	Y	=	723	+	123.3512	X	Y	=	46 + 7.8154 X
806	232	609	347	469	119	600	1,572	1,212	896	307	Y	=	609	+	37.0448	X	Y	=	119 + 7.2346 X
807	220	576	328	444	86	600	1,572	1,212	896	235	Y	=	576	+	38.3059	X	Y	=	86 + 5.7264 X
808	99	261	148	201	22	400	1,048	808	597	88	Y	=	261	+	30.2874	X	Y	=	22 + 2.5432 X
809	113	295	168	227	25	400	1,048	808	597	88	Y	=	295	+	28.9633	X	Y	=	25 + 2.4320 X
810	63	166	95	128	22	250	655	505	373	88	Y	=	166	+	18.8035	X	Y	=	22 + 2.5263 X
811	90	235	134	181	20	300	786	606	448	66	Y	=	235	+	21.2022	X	Y	=	20 + 1.7803 X
812	174	457	260	352	56	500	1,310	1,010	747	161	Y	=	457	+	32.8149	X	Y	=	56 + 4.0330 X
813	145	379	216	258	25	300	786	534	448	51	Y	=	379	+	15.6483	X	Y	=	25 + 1.0153 X
814	56	146	83	99	21	200	524	356	299	74	Y	=	146	+	14.5490	X	Y	=	21 + 2.0546 X
815	78	204	116	139	15	300	786	534	448	59	Y	=	204	+	22.3707	X	Y	=	15 + 1.6792 X
816	49	127	72	86	11	250	655	445	373	59	Y	=	127	+	20.2968	X	Y	=	11 + 1.8283 X
817	105	275	157	187	36	500	1,310	890	747	2,500	Y	=	275	+	39.8118	X	Y	=	36 + 94.7576 X
818	115	302	172	205	27	250	655	445	373	58	Y	=	302	+	13.5744	X	Y	=	27 + 1.2020 X
819	82	215	122	146	31	300	786	534	448	1,000	Y	=	215	+	21.9798	X	Y	=	31 + 37.2543 X
820	114	300	171	204	263	350	917	623	523	806	Y	=	300	+	23.7411	X	Y	=	263 + 20.8673 X
821	75	196	112	133	59	300	786	534	448	235	Y	=	196	+	22.6833	X	Y	=	59 + 6.7819 X
822	87	227	129	154	433	150	393	267	224	749	Y	=	227	+	6.3781	X	Y	=	433 + 12.1556 X
DeSoto Subtotal	32,928	87,227	49,715	63,819	46,380	73,807	196,240	145,871	111,846	84,548	Y	=	87,227	+	4,192.8	X	Y	=	46,380 + 1468.0 X

* From 2026 MPO Projections to Census 2000

Fayette County Projections
Light Rail Alternative

TAZ Number	2000 TOTALS					2026 TOTALS					Population Trend Linear Equation*				Employment Trend Linear Equation*							
											A(y- intercept)		B(slope)		X(Year)		A(y- intercept)		B(slope)		X(Year)	
	Households	Population	Vehicles	Workers	Employment	Households	Population	Vehicles	Workers	Employment	Y(Pop)	=	166	+	25.1610	X	Y	=	159	+	9.8605	X
601	63	166	106	73	159	296	820	524	361	415	Y	=	166	+	25.1610	X	Y	=	159	+	9.8605	X
602	86	228	146	75	272	408	1,129	722	371	712	Y	=	228	+	34.6425	X	Y	=	272	+	16.9172	X
603	42	110	70	48	299	196	543	347	239	781	Y	=	110	+	16.6615	X	Y	=	299	+	18.5567	X
604	15	38	25	17	33	69	190	122	84	87	Y	=	38	+	5.8300	X	Y	=	33	+	2.0671	X
605	212	562	359	248	247	1,003	2,779	1,776	1,224	647	Y	=	562	+	85.2714	X	Y	=	247	+	15.3728	X
606	142	375	240	165	62	669	1,854	1,185	817	162	Y	=	375	+	56.8885	X	Y	=	62	+	3.8491	X
607	54	144	92	63	29	257	711	454	313	77	Y	=	144	+	21.8165	X	Y	=	29	+	1.8295	X
608	87	231	148	102	84	413	1,144	731	504	219	Y	=	231	+	35.1027	X	Y	=	84	+	5.2035	X
609	268	710	453	313	143	1,267	3,510	2,243	1,546	374	Y	=	710	+	107.7015	X	Y	=	143	+	8.8863	X
610	805	2129	1360	938	354	3,801	10,529	6,728	4,637	926	Y	=	2,129	+	323.0739	X	Y	=	354	+	22.0019	X
611	51	136	87	60	497	243	672	429	296	1,300	Y	=	136	+	20.6198	X	Y	=	497	+	30.8882	X
Fayette Subtotal	1,826	4,829	3,084	2,101	2,179	8,622	23,881	15,261	10,392	5,700	Y	=	4,829	+	732.8	X	Y	=	2,179	+	135.4	X

* From 2026 MPO Projections to Census 2000

Memphis Area MPO Projections
Light Rail Alternative

	2000 TOTALS					2026 TOTALS					Population Trend Linear Equation			Employment Trend Linear Equation		
	Households	Population	Vehicles	Workers	Employment	Households	Population	Vehicles	Workers	Employment	Y(Pop) = A(y-intercept) + B(slope) X(Year)		Y(Emp) = A(y-intercept) + B(slope) X(Year)			
Shelby County	347,007	897,472	540,995	592,336	511,528	425,970	1,103,276	689,528	733,536	725,142	Y = 897,472 + 7,916 X		Y = 511,528 + 8,216 X			
DeSoto County	32,928	87,227	49,715	63,819	46,380	73,807	196,240	145,871	111,846	84,548	Y = 87,227 + 4,193 X		Y = 46,380 + 1,468 X			
Fayette County	1,826	4,829	3,084	2,101	2,179	8,622	23,881	15,261	10,392	5,700	Y = 4,829 + 733 X		Y = 2,179 + 135 X			
GRAND TOTAL	381,761	989,528	593,795	658,257	560,087	508,399	1,323,397	850,660	855,774	815,390	Y = 989,528 + 12,841 X		Y = 560,087 + 9,819 X			

Appendix G

Projection of Suburban Expansion Alternative Demographic Projections by TAZ

Shelby County Projections
Suburban Expansion Alternative

TAZ NUMBER	2000 TOTALS					2026 TOTALS					Population Trend Linear Equation*				Employment Trend Linear Equation*							
	Households	Population	Vehicles	Workers	Employment	Households	Population	Vehicles	Workers	Employment	Y(Pop)	=	A(y-intercept)	+	B(slope)	X(Year)	Y(Emp)	=	intercept)	+	B(slope)	X(Year)
1	0	-	-	-	95	0	0	-	-	290	Y	=	0.00	+	0.00	X	Y	=	303	+	-1.3014	X
2	0	-	-	-	286	0	0	-	-	449	Y	=	0.00	+	0.00	X	Y	=	419	+	2.9593	X
3	0	-	-	-	246	0	0	-	-	345	Y	=	0.00	+	0.00	X	Y	=	344	+	0.1073	X
4	0	-	-	-	263	0	0	-	-	408	Y	=	0.00	+	0.00	X	Y	=	396	+	1.1444	X
5	124	173	100	114	467	216	300	174	198	929	Y	=	251	+	4.8846	X	Y	=	734	+	19.5034	X
6	24	34	20	22	374	68	95	55	63	668	Y	=	75	+	2.0385	X	Y	=	636	+	3.1780	X
7	28	39	23	26	2,854	72	100	58	66	2777	Y	=	77	+	2.3462	X	Y	=	2944	+	-16.6874	X
8	190	264	153	174	1,552	216	300	174	198	4456	Y	=	286	+	1.3846	X	Y	=	3674	+	78.2054	X
9	460	639	371	422	3,059	540	750	435	495	3090	Y	=	707	+	4.2692	X	Y	=	3599	+	-50.8581	X
10	505	702	407	463	10,068	719	1000	580	660	9724	Y	=	885	+	11.4615	X	Y	=	11078	+	-135.4771	X
11	0	-	-	-	721	0	0	-	-	759	Y	=	0	+	0.0000	X	Y	=	725	+	3.4464	X
12	293	396	230	150	378	919	1240	719	471	391	Y	=	955	+	28.4615	X	Y	=	378	+	1.3426	X
13	1134	1,758	1,020	141	3,307	1134	1758	1,020	141	3336	Y	=	2311	+	-55.2615	X	Y	=	3738	+	-40.1476	X
14	0	-	-	-	4,164	0	0	-	-	4153	Y	=	228	+	-22.7692	X	Y	=	4456	+	-30.3419	X
15	1	1	1	0	2,221	0	0	-	-	3686	Y	=	0	+	-0.0385	X	Y	=	3314	+	37.1446	X
16	6	10	6	1	1,435	257	398	231	32	1933	Y	=	249	+	14.9231	X	Y	=	2244	+	-31.1663	X
17	224	347	201	28	1,085	323	500	290	40	1504	Y	=	441	+	5.8846	X	Y	=	1494	+	0.9688	X
18	79	123	71	10	195	663	1028	596	82	241	Y	=	713	+	31.4846	X	Y	=	273	+	-3.1613	X
19	250	347	201	229	1,462	1017	1414	820	933	1654	Y	=	1364	+	4.9769	X	Y	=	1654	+	0.0000	X
20	544	827	728	579	4,129	1984	3016	2,654	2,111	3801	Y	=	3135	+	-11.9308	X	Y	=	4176	+	-37.5323	X
21	129	317	48	124	1,522	58	143	21	56	2410	Y	=	214	+	-7.1231	X	Y	=	2120	+	28.9871	X
22	484	1,587	286	794	225	687	2253	406	1,127	210	Y	=	2070	+	18.2923	X	Y	=	225	+	-1.4840	X
23	303	995	179	498	565	264	865	156	433	552	Y	=	1049	+	-18.3538	X	Y	=	565	+	-1.2939	X
24	747	1,845	424	1,033	2,329	769	1900	437	1,064	1895	Y	=	1940	+	-4.0385	X	Y	=	2243	+	-34.7871	X
25	818	1,219	378	427	1,248	1179	1757	545	615	1104	Y	=	1550	+	20.6923	X	Y	=	1374	+	-26.9613	X
26	97	250	33	105	3,119	268	692	90	291	3055	Y	=	544	+	14.7846	X	Y	=	3089	+	-3.4032	X
27	562	882	326	485	2,020	945	1483	549	816	2045	Y	=	1563	+	-7.9615	X	Y	=	2134	+	-8.9032	X
28	122	150	50	51	7,229	263	323	107	110	6259	Y	=	267	+	5.6077	X	Y	=	7229	+	-97.0357	X
29	663	815	269	277	6,498	1105	1359	448	462	5950	Y	=	1150	+	20.9231	X	Y	=	6743	+	-79.2774	X
30	923	1,135	375	386	5,623	474	583	192	198	5265	Y	=	795	+	-21.2308	X	Y	=	5623	+	-35.8038	X
31	99	156	58	86	1,186	94	148	55	81	1303	Y	=	156	+	-0.8000	X	Y	=	1568	+	-26.5290	X
32	320	770	262	385	422	320	770	262	385	400	Y	=	770	+	0.0000	X	Y	=	422	+	-2.1959	X
33	780	1,989	656	835	240	457	1165	384	489	210	Y	=	2689	+	-152.3692	X	Y	=	254	+	-4.4790	X
34	536	1,368	451	575	283	510	1300	429	546	323	Y	=	1368	+	-6.8000	X	Y	=	391	+	-6.8081	X
35	157	378	129	189	390	68	163	55	82	375	Y	=	246	+	-8.2692	X	Y	=	390	+	-1.4956	X
36	20	27	3	10	3,033	124	167	18	63	4398	Y	=	10	+	15.6615	X	Y	=	4244	+	15.4948	X
37	17	23	3	9	410	74	100	11	38	405	Y	=	70	+	2.9615	X	Y	=	927	+	-52.2249	X
38	560	1,556	482	529	1,242	1367	3,800	1,178	1,292	2490	Y	=	3060	+	74.0000	X	Y	=	2324	+	16.5801	X
39	1278	3,999	1,160	1,800	558	1214	3,800	1,102	1,710	576	Y	=	4000	+	-19.9615	X	Y	=	558	+	1.7644	X
40	905	2,834	709	1,162	948	825	2,583	646	1,059	732	Y	=	2763	+	-18.0231	X	Y	=	941	+	-20.8516	X
41	551	1,538	385	584	921	1090	3,040	760	1,155	933	Y	=	2561	+	47.9231	X	Y	=	921	+	1.1691	X
42	0	-	-	-	63	0	-	-	-	266	Y	=	248	+	-24.8000	X	Y	=	244	+	2.1548	X
43	1434	2,480	2,083	1,761	105	3038	5,255	4,414	3,731	79	Y	=	4188	+	106.7308	X	Y	=	105	+	-2.6369	X
44	221	382	321	271	4,178	173	300	252	213	4063	Y	=	341	+	-4.1385	X	Y	=	4178	+	-11.5284	X
45	31	96	24	39	1,347	51	159	40	65	1191	Y	=	135	+	2.4231	X	Y	=	1347	+	-15.6257	X
46	271	766	245	337	117	321	908	291	400	142	Y	=	853	+	5.4615	X	Y	=	190	+	-4.7797	X
47	281	794	254	349	553	161	455	146	200	576	Y	=	585	+	-13.0385	X	Y	=	553	+	2.2693	X
48	1131	2,963	1,126	1,807	286	889	2,328	885	1,420	277	Y	=	2572	+	-24.4231	X	Y	=	286	+	-0.8606	X

Shelby County Projections
Suburban Expansion Alternative

TAZ NUMBER	2000 TOTALS					2026 TOTALS					Population Trend Linear Equation*				Employment Trend Linear Equation*							
	Households	Population	Vehicles	Workers	Employment	Households	Population	Vehicles	Workers	Employment	Y(Pop)	=	A(y-intercept)	+	B(slope)	X(Year)	Y(Emp)	=	A(y-intercept)	+	B(slope)	X(Year)
49	991	2,398	1,199	1,295	231	829	2,005	1,003	1,083	222	Y	=	2221	+	-21.6385	X	Y	=	231	+	-0.8794	X
50	84	213	87	92	416	58	147	60	63	445	Y	=	252	+	-10.5385	X	Y	=	416	+	2.9391	X
51	1373	3,500	1,435	1,505	508	1405	3,584	1,469	1,541	509	Y	=	3668	+	-8.4000	X	Y	=	508	+	0.1230	X
52	1429	3,458	1,729	1,867	574	1429	3,458	1,729	1,867	575	Y	=	3458	+	0.0000	X	Y	=	646	+	-7.0839	X
53	1353	3,545	1,347	1,773	454	1182	3,096	1,176	1,548	431	Y	=	3269	+	-17.2692	X	Y	=	454	+	-2.2501	X
54	474	1,376	454	592	710	383	1,111	367	478	510	Y	=	1249	+	-13.8231	X	Y	=	710	+	-19.9688	X
55	466	1,221	464	611	933	275	721	274	361	970	Y	=	913	+	-19.2308	X	Y	=	933	+	3.7185	X
56	893	2,171	1,086	1,281	2,319	958	2,328	1,164	1,374	2255	Y	=	2343	+	-1.5175	X	Y	=	2319	+	-6.3803	X
57	1302	2,617	1,335	1,649	1,470	1253	2,518	1,284	1,586	1475	Y	=	2556	+	-3.8023	X	Y	=	1470	+	0.4663	X
58	1805	4,333	2,686	2,643	245	1699	4,078	2,528	2,488	262	Y	=	4417	+	-33.9019	X	Y	=	292	+	-2.9462	X
59	1049	2,444	1,222	1,491	1,282	1241	2,892	1,446	1,764	927	Y	=	2720	+	17.2479	X	Y	=	1282	+	-35.5090	X
60	1565	3,176	2,509	2,509	898	1430	2,903	2,293	2,293	780	Y	=	3102	+	-19.9169	X	Y	=	898	+	-11.7914	X
61	238	478	244	301	367	221	445	227	280	365	Y	=	457	+	-1.2866	X	Y	=	390	+	-2.5306	X
62	1053	2,833	1,190	1,898	6,353	1241	3,337	1,402	2,236	5779	Y	=	3143	+	19.3844	X	Y	=	6353	+	-57.4234	X
63	1895	2,881	2,017	1,959	2,358	2488	3,782	2,647	2,571	2261	Y	=	3435	+	34.6362	X	Y	=	2358	+	-9.7281	X
64	2652	4,615	3,461	3,554	5,750	2691	4,683	3,512	3,606	5422	Y	=	5745	+	-106.2285	X	Y	=	5750	+	-32.8118	X
65	353	745	380	522	1,716	343	724	369	507	1994	Y	=	1075	+	-35.1266	X	Y	=	1967	+	2.7452	X
66	301	636	324	445	5,449	290	612	312	428	4817	Y	=	621	+	-0.9241	X	Y	=	5616	+	-79.8806	X
67	1214	2,331	1,841	1,772	699	1254	2,408	1,903	1,830	638	Y	=	2379	+	2.9787	X	Y	=	778	+	-14.0823	X
68	1068	2,104	1,578	1,662	1,399	977	1,924	1,443	1,520	1290	Y	=	2055	+	-13.1089	X	Y	=	1465	+	-17.4710	X
69	1410	2,778	2,084	2,195	3,133	1212	2,388	1,791	1,887	3030	Y	=	2713	+	-32.5421	X	Y	=	3133	+	-10.3213	X
70	552	955	783	707	2,871	528	914	749	676	2714	Y	=	959	+	-4.5446	X	Y	=	2871	+	-15.7453	X
71	1116	2,623	1,784	1,652	307	839	1,971	1,340	1,242	287	Y	=	2623	+	-65.2000	X	Y	=	402	+	-11.5145	X
72	1413	2,529	2,023	1,897	1,496	1413	2,529	2,023	1,897	1643	Y	=	2529	+	0.0000	X	Y	=	1667	+	-2.3548	X
73	2558	3,709	1,372	2,300	5,564	2903	4209	1,557	2,610	5703	Y	=	4017	+	19.2308	X	Y	=	5981	+	-27.7677	X
74	1383	2,738	2,245	1,807	334	1284	2,542	2,084	1,678	373	Y	=	2738	+	-19.6000	X	Y	=	352	+	2.1263	X
75	5	11	6	5	476	5	11	6	5	420	Y	=	11	+	0.0000	X	Y	=	479	+	-5.9565	X
76	972	2,158	1,079	1,057	3,153	775	1721	861	843	3025	Y	=	2158	+	-43.7000	X	Y	=	3160	+	-13.4806	X
77	1198	3,018	1,026	1,509	1,120	1138	2867	975	1,434	1157	Y	=	3018	+	-15.1000	X	Y	=	1230	+	-7.2613	X
78	871	2,194	746	1,097	1,425	1016	2560	870	1,280	1317	Y	=	2502	+	5.8308	X	Y	=	1468	+	-15.1226	X
79	975	1,931	1,583	1,274	409	926	1834	1,504	1,210	458	Y	=	1931	+	-9.7000	X	Y	=	468	+	-1.0133	X
80	1572	3,773	2,415	2,528	1,076	1490	3,576	2,289	2,396	1124	Y	=	3652	+	-7.5690	X	Y	=	1106	+	1.8387	X
81	877	2,246	1,190	1,325	306	832	2,129	1,128	1,256	295	Y	=	2174	+	-4.5057	X	Y	=	333	+	-3.8069	X
82	1451	4,180	1,756	2,383	656	1376	3,962	1,664	2,258	602	Y	=	4046	+	-8.3854	X	Y	=	712	+	-11.0161	X
83	743	1,812	834	1,051	1,252	704	1,717	790	996	1220	Y	=	1754	+	-3.6350	X	Y	=	1282	+	-6.1968	X
84	221	540	227	275	5,553	199	486	204	248	5522	Y	=	523	+	-3.6667	X	Y	=	5743	+	-22.1290	X
85	741	2,001	700	940	989	702	1,897	664	891	1000	Y	=	1937	+	-4.0142	X	Y	=	1019	+	-1.9254	X
86	439	1,217	645	755	316	396	1,096	581	680	358	Y	=	1178	+	-8.1937	X	Y	=	424	+	-6.6081	X
87	996	2,760	1,463	1,711	531	944	2,616	1,387	1,622	495	Y	=	2671	+	-5.5368	X	Y	=	533	+	-3.8458	X
88	927	2,307	1,361	1,430	58	878	2,187	1,290	1,356	55	Y	=	2233	+	-4.6280	X	Y	=	95	+	-3.9897	X
89	913	2,283	1,484	1,484	260	510	1,274	828	828	246	Y	=	2210	+	-93.5722	X	Y	=	265	+	-1.9097	X
90	1422	3,640	1,929	2,148	433	1348	3,450	1,829	2,036	397	Y	=	3523	+	-7.3022	X	Y	=	433	+	-3.5824	X
91	634	1,584	1,030	1,030	301	570	1,425	926	926	266	Y	=	1533	+	-10.8158	X	Y	=	303	+	-3.6710	X
92	1029	2,243	1,705	1,436	298	1029	2,243	1,705	1,436	270	Y	=	2243	+	0.0000	X	Y	=	348	+	-7.8887	X
93	1039	2,264	1,721	1,449	1,186	984	2,146	1,631	1,373	1071	Y	=	2191	+	-4.5418	X	Y	=	1186	+	-11.4986	X
94	1097	2,446	1,663	1,443	173	1040	2,318	1,577	1,368	154	Y	=	2367	+	-4.9069	X	Y	=	181	+	-2.6861	X
95	198	442	301	261	1,465	188	419	285	247	1504	Y	=	428	+	-0.8867	X	Y	=	1524	+	-2.0226	X
96	0	-	-	-	405	0	-	-	-	376	Y	=	0	+	0.0000	X	Y	=	444	+	-6.7806	X

Shelby County Projections
Suburban Expansion Alternative

TAZ NUMBER	2000 TOTALS					2026 TOTALS					Population Trend Linear Equation*				Employment Trend Linear Equation*							
	Households	Population	Vehicles	Workers	Employment	Households	Population	Vehicles	Workers	Employment	Y(Pop)	=	A(y-intercept)	+	B(slope)	X(Year)	Y(Emp)	=	intercept)	+	B(slope)	X(Year)
97	0	-	-	-	153	0	-	-	-	162	Y	=	0	+	0.0000	X	Y	=	241	+	-7.9339	X
98	221	505	647	343	1,063	219	500	641	340	989	Y	=	502	+	-0.1923	X	Y	=	1063	+	-7.3522	X
99	1594	3,635	4,660	2,472	334	1525	3,476	4,456	2,364	383	Y	=	3537	+	-6.1154	X	Y	=	335	+	4.8266	X
100	1871	4,265	5,468	2,900	578	1932	4,405	5,647	2,995	619	Y	=	4494	+	-8.8923	X	Y	=	581	+	3.7496	X
101	1733	4,090	2,822	2,618	1,257	1737	4,100	2,829	2,624	1374	Y	=	4096	+	0.3846	X	Y	=	1527	+	-15.3113	X
102	872	1,902	1,522	989	293	872	1,902	1,522	989	573	Y	=	1902	+	0.0000	X	Y	=	528	+	4.4952	X
103	29	64	51	33	2,629	46	100	80	52	2704	Y	=	86	+	1.3846	X	Y	=	2964	+	-26.0823	X
104	1455	3,171	2,537	1,649	5,046	1525	3,325	2,660	1,729	5007	Y	=	3373	+	-4.8462	X	Y	=	5127	+	-11.9677	X
105	31	75	59	46	5,112	41	100	78	61	5002	Y	=	90	+	0.9615	X	Y	=	5406	+	-40.4524	X
106	1605	3,933	3,068	2,399	3,897	1837	4,500	3,510	2,745	3578	Y	=	4282	+	21.8077	X	Y	=	4094	+	-51.6097	X
107	1459	3,063	2,450	1,899	896	1478	3,104	2,483	1,924	1034	Y	=	3088	+	1.5769	X	Y	=	1199	+	-16.4645	X
108	728	1,529	1,223	948	467	823	1,729	1,383	1,072	543	Y	=	1652	+	7.6923	X	Y	=	467	+	7.5593	X
109	683	1,761	1,092	1,092	254	632	1,630	1,011	1,011	560	Y	=	1680	+	-5.0385	X	Y	=	383	+	17.6895	X
110	2099	4,114	3,209	2,468	651	2195	4,303	3,356	2,582	725	Y	=	4369	+	-6.6385	X	Y	=	691	+	3.3839	X
111	556	1,090	850	654	2,130	709	1,389	1,083	833	2308	Y	=	1319	+	7.0077	X	Y	=	2928	+	-62.0290	X
112	28	60	48	31	72	102	222	178	115	100	Y	=	160	+	6.2308	X	Y	=	81	+	1.9156	X
113	1734	3,347	2,276	2,376	1,259	1734	3,347	2,276	2,376	1257	Y	=	3347	+	0.0000	X	Y	=	1266	+	-0.9484	X
114	2134	5,080	3,048	3,251	1,235	1861	4,428	2,657	2,834	1258	Y	=	4679	+	-25.0769	X	Y	=	1235	+	2.2671	X
115	931	2,281	1,505	1,414	759	832	2,038	1,345	1,264	901	Y	=	2131	+	-9.3462	X	Y	=	841	+	6.0290	X
116	1913	4,687	3,093	2,906	540	1725	4,227	2,790	2,621	662	Y	=	4404	+	-17.6923	X	Y	=	636	+	2.6000	X
117	1248	3,221	1,997	1,997	438	1069	2,758	1,710	1,710	539	Y	=	2936	+	-17.8077	X	Y	=	571	+	-3.1774	X
118	2049	6,229	2,554	4,173	814	1344	4,086	1,675	2,738	829	Y	=	4910	+	-82.4231	X	Y	=	814	+	1.4619	X
119	1349	3,358	1,713	2,082	557	822	2,048	1,044	1,270	581	Y	=	3187	+	-113.8955	X	Y	=	597	+	-1.6095	X
120	1273	3,501	1,540	2,241	281	1239	3,408	1,500	2,181	309	Y	=	3329	+	7.9163	X	Y	=	299	+	0.9413	X
121	1162	3,195	1,406	2,045	314	1061	2,919	1,284	1,868	307	Y	=	3025	+	-10.6107	X	Y	=	348	+	-4.0410	X
122	1171	3,010	1,234	1,595	843	889	2,284	936	1,211	814	Y	=	2842	+	-55.7675	X	Y	=	884	+	-7.0088	X
123	1863	4,397	2,638	2,990	765	1636	3,861	2,317	2,625	766	Y	=	4218	+	-35.6833	X	Y	=	765	+	0.1102	X
124	2160	5,464	1,912	2,732	1,611	2039	5,159	1,806	2,580	1469	Y	=	5276	+	-11.7192	X	Y	=	1611	+	-14.2439	X
125	0	-	-	-	386	0	-	-	-	385	Y	=	0	+	0.0000	X	Y	=	400	+	-1.5790	X
126	1618	3,689	2,213	2,545	1,316	1547	3,528	2,117	2,434	1244	Y	=	4017	+	-48.8556	X	Y	=	1373	+	-12.9016	X
127	700	2,148	752	1,095	1,121	339	1,040	364	530	1124	Y	=	2394	+	-135.4135	X	Y	=	1179	+	-5.5371	X
128	1354	4,158	1,455	2,121	901	548	1,683	589	858	768	Y	=	4560	+	-287.6921	X	Y	=	946	+	-17.7935	X
129	991	2,399	960	1,008	576	882	2,133	853	896	522	Y	=	2235	+	-10.2218	X	Y	=	576	+	-5.4394	X
130	1080	2,657	1,143	1,435	1,631	971	2,388	1,027	1,289	1556	Y	=	2491	+	-10.3478	X	Y	=	1699	+	-14.2742	X
131	873	2,103	904	1,030	2,215	764	1,841	792	902	2309	Y	=	1942	+	-10.0772	X	Y	=	2215	+	9.4177	X
132	1737	4,707	2,354	2,871	2,078	1366	3,703	1,852	2,259	1875	Y	=	4525	+	-82.2410	X	Y	=	2078	+	-20.3484	X
133	1005	2,502	1,276	1,551	715	898	2,235	1,140	1,386	603	Y	=	2338	+	-10.2721	X	Y	=	715	+	-11.2168	X
134	805	2,327	884	1,419	519	714	2,062	784	1,258	595	Y	=	2164	+	-10.1866	X	Y	=	582	+	1.3355	X
135	1237	3,339	1,469	1,836	193	1134	3,061	1,347	1,684	163	Y	=	3168	+	-10.6810	X	Y	=	236	+	-7.2903	X
136	248	598	257	293	2,761	147	355	153	174	2588	Y	=	449	+	-9.3419	X	Y	=	2940	+	-35.2065	X
137	1045	2,822	1,242	1,552	1,434	510	1,376	605	757	1270	Y	=	2655	+	-127.9145	X	Y	=	1478	+	-20.8258	X
138	1089	2,940	1,294	1,617	586	988	2,667	1,174	1,467	614	Y	=	2772	+	-10.4861	X	Y	=	586	+	2.7685	X
139	190	515	252	273	63	101	273	134	145	57	Y	=	366	+	-9.3014	X	Y	=	59	+	-0.2758	X
140	184	489	230	279	988	173	461	217	263	903	Y	=	487	+	-2.6445	X	Y	=	988	+	-8.4929	X
141	1330	3,697	1,885	1,849	517	1323	3,678	1,876	1,839	498	Y	=	3685	+	-0.7345	X	Y	=	517	+	-1.8781	X
142	732	1,962	765	961	140	692	1,854	723	908	144	Y	=	1956	+	-10.1763	X	Y	=	186	+	-4.1918	X
143	1244	3,358	1,108	1,813	365	1071	2,893	955	1,562	287	Y	=	3347	+	-45.4325	X	Y	=	370	+	-8.3024	X
144	749	2,067	641	847	404	583	1,610	499	660	345	Y	=	2060	+	-45.0429	X	Y	=	404	+	-5.9236	X

Shelby County Projections
Suburban Expansion Alternative

TAZ NUMBER	2000 TOTALS					2026 TOTALS					Population Trend Linear Equation*				Employment Trend Linear Equation*							
	Households	Population	Vehicles	Workers	Employment	Households	Population	Vehicles	Workers	Employment	Y(Pop)	=	A(y-intercept)	+	B(slope)	X(Year)	Y(Emp)	=	A(y-intercept)	+	B(slope)	X(Year)
145	386	1,170	211	445	718	365	1,106	199	420	697	Y	=	1166	+	-6.0281	X	Y	=	718	+	-2.1422	X
146	727	1,898	475	892	439	687	1,794	449	843	383	Y	=	1892	+	-9.7966	X	Y	=	439	+	-5.6003	X
147	723	2,168	282	932	645	683	2,049	266	881	626	Y	=	2161	+	-11.2108	X	Y	=	645	+	-1.9176	X
148	953	2,679	1,045	1,340	322	901	2,531	987	1,266	267	Y	=	2670	+	-13.9484	X	Y	=	322	+	-5.5235	X
149	1282	3,411	1,603	1,944	1,168	1212	3,223	1,515	1,837	1145	Y	=	3400	+	-17.7157	X	Y	=	1168	+	-2.2729	X
150	897	2,512	829	1,281	1,508	848	2,374	783	1,211	1376	Y	=	2504	+	-13.0014	X	Y	=	1508	+	-13.2156	X
151	673	1,756	667	860	544	636	1,660	631	813	548	Y	=	1750	+	-9.0418	X	Y	=	544	+	0.4463	X
152	0	-	-	-	303	0	-	-	-	268	Y	=	0	+	0.0000	X	Y	=	298	+	-3.0126	X
153	1268	3,309	1,257	1,621	635	1198	3,127	1,188	1,532	597	Y	=	3298	+	-17.1481	X	Y	=	635	+	-3.7943	X
154	524	1,468	484	749	1,785	286	800	264	408	1490	Y	=	1463	+	-66.3333	X	Y	=	1785	+	-29.4898	X
155	516	1,558	343	592	1,735	358	1,080	238	410	1872	Y	=	1553	+	-47.3047	X	Y	=	1735	+	13.6712	X
156	75	159	56	57	3,005	71	150	53	54	2728	Y	=	158	+	-0.8495	X	Y	=	3005	+	-27.6660	X
157	160	409	217	245	933	149	380	201	228	936	Y	=	408	+	-2.7700	X	Y	=	933	+	0.3456	X
158	-	-	-	-	1,790	-	-	-	-	2313	Y	=	0	+	0.0000	X	Y	=	2311	+	0.2484	X
159	-	-	-	-	1,784	-	-	-	-	2290	Y	=	0	+	0.0000	X	Y	=	2291	+	-0.0548	X
160	-	-	-	-	1,655	-	-	-	-	2260	Y	=	0	+	0.0000	X	Y	=	2151	+	10.9000	X
161	-	-	-	-	298	-	-	-	-	2260	Y	=	0	+	0.0000	X	Y	=	773	+	148.6774	X
162	-	-	-	-	175	-	-	-	-	424	Y	=	0	+	0.0000	X	Y	=	462	+	-3.8573	X
163	-	-	-	-	43	-	-	-	-	113	Y	=	0	+	0.0000	X	Y	=	182	+	-6.8548	X
164	1393	4,068	2,319	2,522	291	1556	4,543	2,590	2,817	287	Y	=	4507	+	3.5615	X	Y	=	302	+	-1.4248	X
165	788	2,418	1,185	1,402	312	782	2,400	1,176	1,392	296	Y	=	2484	+	-8.4462	X	Y	=	321	+	-2.4737	X
166	545	1,536	737	768	479	394	1,110	533	555	665	Y	=	1560	+	-45.0000	X	Y	=	669	+	-0.4290	X
167	65	106	80	65	2,464	61	100	75	61	2480	Y	=	162	+	-6.2000	X	Y	=	2464	+	1.6131	X
168	1118	3,152	1,513	1,576	460	1248	3,520	1,690	1,760	419	Y	=	3492	+	2.7633	X	Y	=	532	+	-11.2839	X
169	1422	4,421	1,857	2,255	310	1413	4,395	1,846	2,241	325	Y	=	4547	+	-15.2154	X	Y	=	332	+	-0.7429	X
170	1295	3,846	2,192	2,461	507	1295	3,846	2,192	2,461	477	Y	=	3846	+	0.0000	X	Y	=	503	+	-2.5331	X
171	625	1,944	816	991	281	619	1,925	809	982	266	Y	=	1994	+	-6.9462	X	Y	=	292	+	-2.5990	X
172	1510	4,892	2,397	2,886	491	1459	4,726	2,316	2,788	458	Y	=	4943	+	-21.7077	X	Y	=	544	+	-8.6197	X
173	552	1,787	876	1,054	290	616	1,996	978	1,178	266	Y	=	1980	+	1.6032	X	Y	=	289	+	-2.2873	X
174	1290	3,792	2,237	2,616	260	1440	4,234	2,498	2,921	177	Y	=	4201	+	3.2523	X	Y	=	546	+	-36.8862	X
175	2121	6,192	3,529	3,839	364	2368	6,915	3,942	4,287	334	Y	=	6861	+	5.4361	X	Y	=	436	+	-10.1589	X
176	172	502	286	311	34	202	590	336	366	73	Y	=	556	+	3.3880	X	Y	=	84	+	-1.1787	X
177	1780	5,500	2,475	3,080	940	1988	6,142	2,764	3,440	981	Y	=	6094	+	4.8086	X	Y	=	1012	+	-3.0761	X
178	1634	4,887	2,786	3,372	712	1706	5,101	2,908	3,520	602	Y	=	5184	+	-8.3231	X	Y	=	928	+	-32.6161	X
179	455	1,274	752	917	178	509	1,424	840	1,025	200	Y	=	1412	+	1.2428	X	Y	=	208	+	-0.8113	X
180	9	24	14	17	1,381	10	28	17	20	1364	Y	=	27	+	0.1620	X	Y	=	1467	+	-10.3026	X
181	1436	4,022	2,373	2,896	351	1604	4,491	2,650	3,234	403	Y	=	4456	+	3.4687	X	Y	=	487	+	-8.4339	X
182	1188	3,266	1,731	2,319	381	1128	3,103	1,645	2,203	383	Y	=	3266	+	-16.3000	X	Y	=	436	+	-5.3984	X
183	1392	3,771	1,622	2,376	2,539	1554	4,211	1,811	2,653	2308	Y	=	4178	+	3.2791	X	Y	=	2539	+	-23.1011	X
184	1034	2,803	1,205	1,766	1,054	1058	2,868	1,233	1,807	956	Y	=	2936	+	-6.7923	X	Y	=	1054	+	-9.7857	X
185	1433	4,085	2,247	2,819	1,416	1534	4,373	2,405	3,017	1530	Y	=	4404	+	-3.1385	X	Y	=	1551	+	-2.0806	X
186	1467	3,991	2,195	2,714	797	1638	4,456	2,451	3,030	752	Y	=	4422	+	3.4034	X	Y	=	842	+	-8.9935	X
187	1650	4,488	2,468	3,052	896	1843	5,012	2,757	3,408	1054	Y	=	4973	+	3.9366	X	Y	=	1013	+	4.0903	X
188	406	1,156	636	798	846	453	1,291	710	891	928	Y	=	1281	+	1.0170	X	Y	=	917	+	1.0516	X
189	0	-	-	-	2,634	0	-	-	-	2560	Y	=	0	+	0.0000	X	Y	=	2683	+	-12.3355	X
190	297	484	363	295	2,715	594	968	726	590	2460	Y	=	813	+	15.4769	X	Y	=	2729	+	-26.8613	X
191	2	3	2	2	5,666	0	-	-	-	7180	Y	=	1	+	-0.1154	X	Y	=	6299	+	88.1484	X
192	438	1,318	435	830	5,203	349	1,050	347	662	6960	Y	=	1153	+	-10.3077	X	Y	=	6079	+	88.1419	X

Shelby County Projections
Suburban Expansion Alternative

TAZ NUMBER	2000 TOTALS					2026 TOTALS					Population Trend Linear Equation*				Employment Trend Linear Equation*							
	Households	Population	Vehicles	Workers	Employment	Households	Population	Vehicles	Workers	Employment	Y(Pop)	=	A(y-intercept)	+	B(slope)	X(Year)	Y(Emp)	=	A(y-intercept)	+	B(slope)	X(Year)
193	2	7	2	4	3,382	0	-	-	-	3590	Y	=	3	+	-0.2692	X	Y	=	3538	+	5.2419	X
194	1672	5,033	1,661	3,171	545	1378	4,147	1,369	2,613	452	Y	=	4488	+	-34.0769	X	Y	=	545	+	-9.2722	X
195	142	427	141	269	930	135	405	134	255	3430	Y	=	427	+	-2.2000	X	Y	=	2473	+	95.7194	X
196	345	1,037	342	653	3,114	390	1,173	387	739	3540	Y	=	1159	+	1.4154	X	Y	=	3366	+	17.3742	X
197	1251	3,439	1,823	2,442	334	1303	3,584	1,900	2,545	974	Y	=	3645	+	-6.0538	X	Y	=	909	+	6.5355	X
198	1967	5,507	3,249	3,965	292	1779	4,982	2,939	3,587	891	Y	=	6102	+	-111.9670	X	Y	=	822	+	6.9290	X
199	9	29	16	20	181	9	29	16	20	313	Y	=	11	+	1.7846	X	Y	=	379	+	-6.6629	X
200	193	601	325	415	126	68	211	114	146	565	Y	=	361	+	-15.0000	X	Y	=	509	+	5.5677	X
201	413	1,284	693	886	161	349	1,086	586	749	810	Y	=	1162	+	-7.6154	X	Y	=	642	+	16.7786	X
202	1708	4,594	2,573	2,940	901	1219	3,278	1,836	2,098	1330	Y	=	4451	+	-117.3231	X	Y	=	1453	+	-12.3161	X
203	0	-	-	-	201	0	-	-	-	878	Y	=	0	+	0.0000	X	Y	=	765	+	11.2081	X
204	5	14	1	6	1,207	0	-	-	-	2060	Y	=	5	+	-0.5385	X	Y	=	1731	+	32.9419	X
205	26	78	5	34	10,085	0	-	-	-	10621	Y	=	30	+	-3.0000	X	Y	=	10085	+	53.5970	X
206	4	13	1	6	1,033	0	-	-	-	1405	Y	=	5	+	-0.5000	X	Y	=	1548	+	-14.3065	X
207	0	-	-	-	8,330	0	-	-	-	8415	Y	=	0	+	0.0000	X	Y	=	8380	+	3.5290	X
208	286	844	287	456	4,264	0	-	-	-	6100	Y	=	325	+	-32.4615	X	Y	=	5229	+	87.0548	X
209	680	1,823	893	1,203	2,696	610	1,636	802	1,080	2829	Y	=	1898	+	-26.2077	X	Y	=	2901	+	-7.1935	X
210	4	11	6	9	6,076	0	-	-	-	5950	Y	=	4	+	-0.4231	X	Y	=	6167	+	-21.6548	X
211	1	2	1	2	3,463	0	-	-	-	3406	Y	=	1	+	-0.0769	X	Y	=	3574	+	-16.8523	X
212	0	1	1	1	1,894	0	-	-	-	3112	Y	=	0	+	-0.0385	X	Y	=	2747	+	36.4903	X
213	725	1,944	953	1,283	2,175	227	608	298	401	3375	Y	=	1735	+	-112.6769	X	Y	=	3012	+	36.2997	X
214	788	2,452	1,324	1,692	285	664	2,066	1,116	1,426	2060	Y	=	2214	+	-14.8462	X	Y	=	1648	+	41.1777	X
215	1	4	2	3	1,181	0	-	-	-	7434	Y	=	2	+	-0.1538	X	Y	=	4774	+	265.9876	X
216	3	8	5	8	587	0	-	-	-	3656	Y	=	3	+	-0.3077	X	Y	=	2380	+	127.6422	X
217	9	23	15	23	312	0	-	-	-	2636	Y	=	9	+	-0.8846	X	Y	=	1658	+	97.7465	X
218	0	-	-	-	465	0	-	-	-	3429	Y	=	0	+	0.0000	X	Y	=	2178	+	125.1802	X
219	5	12	8	12	338	4	11	7	11	976	Y	=	11	+	-0.0385	X	Y	=	699	+	27.6984	X
220	21	56	36	56	528	19	51	33	51	3166	Y	=	68	+	-1.6692	X	Y	=	2049	+	111.7129	X
221	190	545	441	469	811	0	-	-	-	2964	Y	=	210	+	-20.9615	X	Y	=	2040	+	92.4148	X
222	9	26	21	22	4,421	0	-	-	-	5444	Y	=	10	+	-1.0000	X	Y	=	4875	+	56.8970	X
223	764	2,194	1,777	1,887	1,765	678	1,945	1,575	1,673	2036	Y	=	2041	+	-9.5769	X	Y	=	1866	+	16.9548	X
224	4	12	10	10	1,921	0	-	-	-	2750	Y	=	5	+	-0.4615	X	Y	=	2342	+	40.7744	X
225	770	2,140	1,156	1,669	2,718	760	2,114	1,142	1,649	3510	Y	=	2124	+	-1.0000	X	Y	=	3097	+	41.2524	X
226	679	1,888	1,020	1,473	4,033	546	1,517	819	1,183	6066	Y	=	1660	+	-14.2692	X	Y	=	5094	+	97.1995	X
227	3590	10,195	4,282	7,442	2,394	3529	10,022	4,209	7,316	2371	Y	=	10089	+	-6.6538	X	Y	=	2469	+	-9.7903	X
228	1098	3,240	1,102	1,750	4,259	937	2,764	940	1,493	4129	Y	=	3036	+	-27.2308	X	Y	=	4359	+	-22.9742	X
229	2151	6,562	3,084	4,528	3,604	1990	6,071	2,853	4,189	3375	Y	=	6260	+	-18.8846	X	Y	=	3604	+	-22.8588	X
230	0	-	-	-	3,595	0	-	-	-	3330	Y	=	0	+	0.0000	X	Y	=	3598	+	-26.8065	X
231	0	-	-	-	3,106	0	-	-	-	4240	Y	=	0	+	0.0000	X	Y	=	4051	+	18.8645	X
232	1565	4,444	2,844	3,022	2,760	1480	4,204	2,691	2,859	3047	Y	=	4296	+	-9.2308	X	Y	=	2966	+	8.1032	X
233	2183	6,483	3,566	4,862	953	2001	5,943	3,269	4,457	953	Y	=	6151	+	-20.7692	X	Y	=	968	+	-1.4645	X
234	1479	3,905	2,538	2,694	1,159	1420	3,749	2,437	2,587	1279	Y	=	3809	+	-6.0000	X	Y	=	1269	+	0.9832	X
235	1145	3,367	1,717	2,323	1,647	928	2,728	1,391	1,882	1869	Y	=	3616	+	-88.8231	X	Y	=	1882	+	-1.3226	X
236	0	-	-	-	2,189	0	-	-	-	2720	Y	=	0	+	0.0000	X	Y	=	2535	+	18.5626	X
237	2624	6,430	3,858	5,208	675	2724	6,675	4,005	5,407	1191	Y	=	6581	+	9.4231	X	Y	=	1032	+	15.8709	X
238	1899	5,546	3,549	4,381	506	1899	5,546	3,549	4,381	558	Y	=	5546	+	0.0000	X	Y	=	523	+	3.4823	X
239	1096	2,960	2,013	2,309	924	1096	2,960	2,013	2,309	1258	Y	=	2960	+	0.0000	X	Y	=	1093	+	16.4983	X
240	2075	5,603	3,810	4,370	550	1436	3,878	2,637	3,025	626	Y	=	4541	+	-66.3462	X	Y	=	559	+	6.6306	X

Shelby County Projections
Suburban Expansion Alternative

TAZ NUMBER	2000 TOTALS					2026 TOTALS					Population Trend Linear Equation*				Employment Trend Linear Equation*							
	Households	Population	Vehicles	Workers	Employment	Households	Population	Vehicles	Workers	Employment	Y(Pop)	=	A(y-intercept)	+	B(slope)	X(Year)	Y(Emp)	=	A(y-intercept)	+	B(slope)	X(Year)
241	1570	4,460	3,122	3,568	181	1674	4,754	3,328	3,803	345	Y	=	4795	+	-4.1385	X	Y	=	218	+	12.6403	X
242	1164	3,178	2,256	2,606	32	1465	4,000	2,840	3,280	148	Y	=	3684	+	31.6154	X	Y	=	85	+	6.2826	X
243	674	1,902	1,255	1,712	28	1773	5,000	3,300	4,500	211	Y	=	3808	+	119.1538	X	Y	=	83	+	12.8494	X
244	1318	3,900	2,886	3,159	212	2343	6,936	5,133	5,618	878	Y	=	5768	+	116.7692	X	Y	=	451	+	42.6925	X
245	1617	4,640	3,294	3,712	330	1617	4,640	3,294	3,712	522	Y	=	4640	+	0.0000	X	Y	=	435	+	8.7454	X
246	1041	2,988	2,121	2,390	46	1394	4,000	2,840	3,200	203	Y	=	3611	+	38.9231	X	Y	=	138	+	6.4992	X
247	456	1,309	929	1,047	21	871	2,500	1,775	2,000	137	Y	=	2042	+	45.8077	X	Y	=	89	+	4.7758	X
248	1266	3,735	2,540	2,876	393	1356	4,000	2,720	3,080	628	Y	=	3898	+	10.1923	X	Y	=	520	+	10.7704	X
249	0	-	-	-	485	0	-	-	-	1578	Y	=	0	+	0.0000	X	Y	=	1116	+	46.2117	X
250	906	2,210	1,326	1,547	902	906	2,210	1,326	1,547	1687	Y	=	2210	+	0.0000	X	Y	=	1340	+	34.7072	X
251	3672	6,829	4,302	4,439	1,880	3672	6,829	4,302	4,439	2074	Y	=	6829	+	0.0000	X	Y	=	1942	+	13.1863	X
252	3587	6,672	4,203	4,337	1,155	3587	6,672	4,203	4,337	1267	Y	=	6672	+	0.0000	X	Y	=	1185	+	8.1710	X
253	2884	6,518	4,041	4,954	1,568	2884	6,518	4,041	4,954	1735	Y	=	6518	+	0.0000	X	Y	=	1621	+	11.4677	X
254	0	-	-	-	1,356	0	-	-	-	1523	Y	=	0	+	0.0000	X	Y	=	1412	+	11.1161	X
255	793	1,912	1,530	1,262	2,576	793	1,912	1,530	1,262	2055	Y	=	1912	+	0.0000	X	Y	=	3035	+	-98.0193	X
256	250	602	482	397	212	250	602	482	397	397	Y	=	602	+	0.0000	X	Y	=	419	+	-2.1681	X
257	320	770	616	508	246	354	853	682	563	549	Y	=	821	+	3.1923	X	Y	=	521	+	2.7656	X
258	2057	4,464	3,348	3,214	227	2057	4,464	3,348	3,214	863	Y	=	4464	+	0.0000	X	Y	=	643	+	21.9910	X
259	481	1,043	782	751	110	356	772	579	556	205	Y	=	543	+	22.8692	X	Y	=	185	+	1.9613	X
260	0	-	-	-	151	92	200	150	144	822	Y	=	123	+	7.6923	X	Y	=	635	+	18.7577	X
261	574	1,246	935	897	395	805	1,746	1,310	1,257	1490	Y	=	1554	+	19.2308	X	Y	=	1243	+	24.6542	X
262	1261	3,064	2,482	2,298	91	1604	3,897	3,157	2,923	359	Y	=	3577	+	32.0385	X	Y	=	281	+	7.8364	X
263	242	589	477	442	1,886	494	1,200	972	900	2070	Y	=	965	+	23.5000	X	Y	=	2124	+	-5.4175	X
264	0	-	-	-	364	0	-	-	-	1839	Y	=	0	+	0.0000	X	Y	=	1371	+	46.8565	X
265	597	1,545	1,221	1,190	166	772	2,000	1,580	1,540	587	Y	=	1825	+	17.5000	X	Y	=	539	+	4.7766	X
266	63	163	129	126	165	772	2,000	1,580	1,540	1656	Y	=	1293	+	70.6538	X	Y	=	845	+	81.0170	X
267	410	996	807	747	119	420	1,020	826	765	1135	Y	=	1011	+	0.9231	X	Y	=	482	+	65.2650	X
268	721	1,751	1,418	1,313	102	720	1,749	1,417	1,312	738	Y	=	1750	+	-0.0769	X	Y	=	407	+	33.1439	X
269	1074	3,339	2,604	2,204	2,901	1158	3,600	2,808	2,376	7197	Y	=	3500	+	10.0385	X	Y	=	6039	+	115.8190	X
270	17	52	41	34	352	36	113	88	75	267	Y	=	90	+	2.3462	X	Y	=	453	+	-18.6099	X
271	0	1	1	1	202	0	-	-	-	983	Y	=	0	+	-0.0385	X	Y	=	709	+	27.4536	X
272	107	261	211	196	679	719	1,746	1,414	1,310	2321	Y	=	1175	+	57.1154	X	Y	=	1154	+	116.7425	X
273	0	-	-	-	98	0	-	-	-	723	Y	=	0	+	0.0000	X	Y	=	405	+	31.8010	X
274	220	572	446	400	125	1353	3,518	2,744	2,463	2188	Y	=	2282	+	123.6462	X	Y	=	833	+	135.5372	X
275	9	23	18	16	42	195	508	396	356	921	Y	=	321	+	18.6538	X	Y	=	359	+	56.1959	X
276	0	-	-	-	323	386	1,000	790	770	6569	Y	=	615	+	38.4615	X	Y	=	2586	+	398.3804	X
277	542	1,403	1,108	1,080	121	772	2,000	1,580	1,540	1206	Y	=	1770	+	22.9615	X	Y	=	508	+	69.8259	X
278	16	42	33	32	42	688	1,782	1,408	1,372	371	Y	=	1113	+	66.9231	X	Y	=	126	+	24.4508	X
279	13	34	27	26	12	344	891	704	686	117	Y	=	561	+	32.9615	X	Y	=	36	+	8.0339	X
280	20	52	41	40	9	344	891	704	686	124	Y	=	568	+	32.2692	X	Y	=	22	+	10.1742	X
281	71	185	146	142	40	688	1,782	1,408	1,372	381	Y	=	1168	+	61.4231	X	Y	=	120	+	26.0926	X
282	163	424	331	297	17	253	657	512	460	1839	Y	=	548	+	10.8692	X	Y	=	359	+	148.0414	X
283	18	48	37	34	4	69	180	140	126	25	Y	=	129	+	5.0769	X	Y	=	16	+	0.8742	X
284	19	49	38	34	9	202	525	410	368	75	Y	=	327	+	19.8462	X	Y	=	22	+	5.3168	X
285	156	405	316	284	1,256	1123	2,921	2,278	2,045	19630	Y	=	1868	+	105.3231	X	Y	=	5252	+	1437.7615	X
286	178	464	362	325	893	1461	3,799	2,963	2,659	10333	Y	=	2516	+	128.2692	X	Y	=	3882	+	645.1423	X
287	5	13	10	9	1,721	397	1,032	805	722	3881	Y	=	640	+	39.1923	X	Y	=	2876	+	100.4968	X
288	15	40	31	28	274	679	1,765	1,377	1,236	1901	Y	=	1050	+	71.5154	X	Y	=	1028	+	87.2628	X

Shelby County Projections
Suburban Expansion Alternative

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	Households	Population	Vehicles	Workers	Employment	Households	Population	Vehicles	Workers	Employment	Y(Pop)	=	A(y-intercept)	+	B(slope)	X(Year)	Y(Emp)	=	A(y-intercept)	+	B(slope)	X(Year)
289	175	483	275	304	1,118	342	945	539	595	2853	Y	=	740	+	20.5385	X	Y	=	1988	+	86.4871	X
290	98	255	199	179	79	842	2,190	1,708	1,533	396	Y	=	1382	+	80.8231	X	Y	=	215	+	18.1135	X
291	34	89	69	62	17	154	400	312	280	77	Y	=	280	+	11.9615	X	Y	=	38	+	3.8048	X
292	47	123	96	86	8	115	300	234	210	77	Y	=	232	+	6.8077	X	Y	=	35	+	4.1274	X
293	10	25	20	18	42	192	500	390	350	326	Y	=	317	+	18.2692	X	Y	=	63	+	26.3226	X
294	696	1,920	1,094	1,210	1,137	913	2,520	1,436	1,588	1669	Y	=	2289	+	23.0769	X	Y	=	1520	+	14.8677	X
295	126	348	198	219	1,457	181	500	285	315	2208	Y	=	442	+	5.8462	X	Y	=	2117	+	9.0581	X
296	3009	9,387	6,571	7,134	303	3249	10,137	7,096	7,704	483	Y	=	9849	+	28.8462	X	Y	=	456	+	2.6306	X
297	614	1,928	1,272	1,485	48	1115	3,500	2,310	2,695	162	Y	=	2895	+	60.4615	X	Y	=	88	+	7.3731	X
298	1915	5,974	4,182	4,242	172	1915	5,974	4,182	4,242	383	Y	=	5974	+	0.0000	X	Y	=	287	+	9.5435	X
299	268	836	585	594	2,196	385	1,200	840	852	3000	Y	=	1060	+	14.0000	X	Y	=	2474	+	52.5871	X
300	233	700	525	483	1,104	300	900	675	621	2095	Y	=	823	+	7.6923	X	Y	=	1471	+	62.4647	X
301	712	2,135	1,601	1,473	134	753	2,260	1,695	1,559	327	Y	=	2212	+	4.8077	X	Y	=	196	+	13.1103	X
302	873	2,740	1,808	2,110	399	1115	3,500	2,310	2,695	752	Y	=	3208	+	29.2308	X	Y	=	557	+	19.5387	X
303	825	2,590	1,709	1,994	62	1000	3,140	2,072	2,418	213	Y	=	2836	+	30.3846	X	Y	=	117	+	9.5516	X
304	577	1,732	1,299	1,195	391	1043	3,129	2,347	2,159	965	Y	=	2592	+	53.7308	X	Y	=	588	+	37.6903	X
305	91	268	198	180	182	303	895	662	600	1823	Y	=	654	+	24.1154	X	Y	=	763	+	105.9883	X
306	119	352	260	236	141	287	847	627	567	699	Y	=	657	+	19.0385	X	Y	=	302	+	39.6464	X
307	874	2,578	1,908	1,727	15	949	2,800	2,072	1,876	139	Y	=	2715	+	8.5385	X	Y	=	63	+	7.5614	X
308	516	1,523	1,127	1,020	139	587	1,733	1,282	1,161	264	Y	=	1652	+	8.0769	X	Y	=	182	+	8.1548	X
309	2582	7,617	5,637	5,103	103	2694	7,947	5,881	5,324	238	Y	=	7820	+	12.6923	X	Y	=	166	+	7.1349	X
310	992	2,926	2,165	1,960	593	1580	4,661	3,449	3,123	830	Y	=	3994	+	66.7308	X	Y	=	696	+	13.3892	X
311	683	2,125	1,658	1,403	334	1016	3,161	2,466	2,086	963	Y	=	2763	+	39.8462	X	Y	=	567	+	39.5880	X
312	17	42	32	29	254	102	250	188	175	615	Y	=	170	+	8.0000	X	Y	=	475	+	13.9579	X
313	1589	3,893	2,920	2,725	2,711	1949	4,775	3,581	3,343	3739	Y	=	4436	+	33.9231	X	Y	=	3036	+	70.3074	X
314	0	-	-	-	1,311	1116	2,800	2,184	1,904	1968	Y	=	831	+	196.9231	X	Y	=	1812	+	15.5435	X
315	3251	8,354	6,266	5,848	790	3310	8,506	6,380	5,954	1651	Y	=	8448	+	5.8462	X	Y	=	1454	+	19.7121	X
316	180	452	344	321	1,621	1335	3,350	2,546	2,379	2163	Y	=	715	+	263.5231	X	Y	=	2124	+	3.8969	X
317	87	218	166	155	209	122	306	233	217	478	Y	=	272	+	3.3846	X	Y	=	515	+	-3.6302	X
318	875	2,196	1,669	1,559	1,139	1006	2,526	1,920	1,793	1607	Y	=	2399	+	12.6923	X	Y	=	1514	+	9.2908	X
319	913	2,072	1,575	1,326	420	1215	2,757	2,095	1,764	482	Y	=	2494	+	26.3462	X	Y	=	489	+	-0.6463	X
320	1177	2,671	2,030	1,709	455	1177	2,671	2,030	1,709	550	Y	=	2671	+	0.0000	X	Y	=	548	+	0.2541	X
321	41	94	71	60	419	1322	3,000	2,280	1,920	526	Y	=	90	+	290.9692	X	Y	=	513	+	1.2724	X
322	19	44	33	28	456	132	300	228	192	504	Y	=	17	+	28.3077	X	Y	=	612	+	-10.8023	X
323	0	-	-	-	529	0	-	-	-	1116	Y	=	0	+	0.0000	X	Y	=	985	+	13.1130	X
324	869	1,972	1,499	1,262	5,482	869	1,972	1,499	1,262	6102	Y	=	1972	+	0.0000	X	Y	=	6313	+	-21.1305	X
325	389	882	670	564	1,222	259	588	447	376	976	Y	=	339	+	24.8769	X	Y	=	1405	+	-42.8565	X
326	1	2	2	1	1,467	0	-	-	-	3394	Y	=	1	+	-0.0769	X	Y	=	2938	+	45.6303	X
327	0	-	-	-	4,898	0	-	-	-	5591	Y	=	0	+	0.0000	X	Y	=	5670	+	-7.9275	X
328	61	129	108	81	915	139	291	244	183	2005	Y	=	229	+	6.2308	X	Y	=	1611	+	39.4454	X
329	256	582	442	372	926	256	582	442	372	2561	Y	=	582	+	0.0000	X	Y	=	1964	+	59.7755	X
330	335	703	591	443	1,728	500	1,051	883	662	2639	Y	=	917	+	13.3846	X	Y	=	2284	+	35.5633	X
331	918	1,928	1,620	1,215	3,230	1190	2,500	2,100	1,575	4604	Y	=	2280	+	22.0000	X	Y	=	4353	+	25.0758	X
332	410	860	722	542	315	410	860	722	542	590	Y	=	860	+	0.0000	X	Y	=	528	+	6.1649	X
333	426	894	751	563	70	476	1,000	840	630	192	Y	=	959	+	4.0769	X	Y	=	161	+	3.0722	X
334	5	11	9	7	300	238	500	420	315	882	Y	=	312	+	18.8077	X	Y	=	727	+	15.5752	X
335	0	1,438	-	-	2,010	0	1,438	-	-	2223	Y	=	1438	+	0.0000	X	Y	=	2281	+	-5.7395	X
336	4294	10,006	7,004	7,905	2,177	6177	14,393	10,075	11,370	3086	Y	=	12706	+	168.7308	X	Y	=	2623	+	46.3387	X

Shelby County Projections
Suburban Expansion Alternative

TAZ NUMBER	2000 TOTALS					2026 TOTALS					Population Trend Linear Equation*				Employment Trend Linear Equation*							
	Households	Population	Vehicles	Workers	Employment	Households	Population	Vehicles	Workers	Employment	Y(Pop)	=	A(y-intercept)	+	B(slope)	X(Year)	Y(Emp)	=	A(y-intercept)	+	B(slope)	X(Year)
337	139	277	211	213	672	1216	2,420	1,839	1,863	1756	Y	=	1596	+	82.4231	X	Y	=	1131	+	62.4774	X
338	407	810	616	624	687	491	977	743	752	1293	Y	=	913	+	6.4231	X	Y	=	1105	+	18.7613	X
339	1	2	2	2	183	0	-	-	-	1090	Y	=	1	+	-0.0769	X	Y	=	770	+	32.0024	X
340	928	1,846	1,403	1,421	257	928	1,846	1,403	1,421	880	Y	=	1846	+	0.0000	X	Y	=	674	+	20.6573	X
341	261	587	423	452	343	236	530	382	408	2132	Y	=	552	+	-2.1923	X	Y	=	1442	+	69.0752	X
342	349	786	566	605	320	348	784	564	604	439	Y	=	785	+	-0.0769	X	Y	=	421	+	1.8226	X
343	0	-	-	-	938	0	-	-	-	2182	Y	=	0	+	0.0000	X	Y	=	1700	+	48.2429	X
344	197	444	320	342	464	196	442	318	340	865	Y	=	443	+	-0.0769	X	Y	=	754	+	11.1290	X
345	106	238	171	183	158	133	300	216	231	788	Y	=	276	+	2.3846	X	Y	=	604	+	18.4117	X
346	2553	5,744	4,136	4,423	196	2667	6,000	4,320	4,620	439	Y	=	5902	+	9.8462	X	Y	=	373	+	6.5645	X
347	1470	3,308	2,382	2,547	38	2304	5,184	3,732	3,992	146	Y	=	4462	+	72.1538	X	Y	=	112	+	3.4179	X
348	0	-	-	-	371	0	2,669	-	-	1384	Y	=	1642	+	102.6538	X	Y	=	936	+	44.7798	X
349	0	-	-	-	12	0	-	-	-	67	Y	=	0	+	0.0000	X	Y	=	49	+	1.7313	X
350	0	-	-	-	289	0	-	-	-	1011	Y	=	0	+	0.0000	X	Y	=	617	+	39.3339	X
351	229	611	452	458	1,008	229	611	452	458	1173	Y	=	611	+	0.0000	X	Y	=	1201	+	-2.8742	X
352	1261	3,368	2,492	2,526	357	1911	5,103	3,776	3,827	2269	Y	=	4436	+	66.7308	X	Y	=	1338	+	93.0653	X
353	1269	3,388	2,507	2,541	59	2169	5,791	4,285	4,343	308	Y	=	4867	+	92.4231	X	Y	=	162	+	14.6394	X
354	9	26	21	18	56	284	838	679	595	1071	Y	=	526	+	31.2308	X	Y	=	237	+	83.3644	X
355	134	394	319	280	134	534	1,575	1,276	1,118	470	Y	=	1075	+	50.0385	X	Y	=	263	+	20.6145	X
356	155	456	369	324	28	249	735	595	522	472	Y	=	606	+	12.8846	X	Y	=	103	+	36.8441	X
357	131	385	312	273	102	890	2,625	2,126	1,864	1023	Y	=	1687	+	93.8462	X	Y	=	501	+	52.2495	X
358	263	777	629	552	247	2897	8,547	6,923	6,068	2182	Y	=	5308	+	323.8923	X	Y	=	797	+	138.5307	X
359	15	43	35	31	46	238	702	569	498	172	Y	=	449	+	25.3462	X	Y	=	110	+	6.1916	X
360	93	275	223	195	76	576	1,700	1,377	1,207	593	Y	=	1152	+	54.8077	X	Y	=	256	+	33.6731	X
361	250	764	588	542	37	642	1,964	1,512	1,394	216	Y	=	1502	+	46.1538	X	Y	=	64	+	15.1759	X
362	154	471	363	334	122	1144	3,500	2,695	2,485	630	Y	=	2335	+	116.5000	X	Y	=	265	+	36.4927	X
363	871	2,108	1,518	1,729	35	1119	2,708	1,950	2,221	268	Y	=	2477	+	23.0769	X	Y	=	117	+	15.0718	X
364	559	1,352	973	1,109	32	807	1,952	1,405	1,601	298	Y	=	1721	+	23.0769	X	Y	=	133	+	16.4298	X
365	1261	3,051	2,197	2,502	152	1261	3,051	2,197	2,502	398	Y	=	3051	+	0.0000	X	Y	=	316	+	8.1331	X
366	624	1,510	1,087	1,238	685	624	1,510	1,087	1,238	1306	Y	=	1510	+	0.0000	X	Y	=	945	+	36.0758	X
367	1	3	2	2	196	0	-	-	-	469	Y	=	1	+	-0.1154	X	Y	=	373	+	9.5853	X
368	1378	3,141	2,387	2,576	246	1597	3,641	2,767	2,986	880	Y	=	3449	+	19.2308	X	Y	=	669	+	21.0766	X
369	1264	3,804	2,625	2,853	184	1362	4,100	2,829	3,075	420	Y	=	3986	+	11.3846	X	Y	=	269	+	15.0726	X
370	753	1,717	1,305	1,408	910	944	2,153	1,636	1,765	1617	Y	=	1985	+	16.7692	X	Y	=	1322	+	29.5419	X
371	3946	10,339	7,651	7,858	454	4023	10,539	7,799	8,010	1267	Y	=	10462	+	7.6923	X	Y	=	740	+	52.6710	X
372	768	2,259	1,762	1,626	220	2290	6,733	5,252	4,848	1346	Y	=	4815	+	191.8308	X	Y	=	684	+	66.1978	X
373	47	137	107	99	117	1570	4,615	3,600	3,323	1056	Y	=	2757	+	185.7692	X	Y	=	449	+	60.6325	X
374	230	675	527	486	201	1875	5,513	4,300	3,969	778	Y	=	3490	+	202.2615	X	Y	=	552	+	22.6456	X
375	91	268	209	193	253	2344	6,891	5,375	4,962	1845	Y	=	4142	+	274.9154	X	Y	=	726	+	111.9237	X
376	357	1,049	818	755	187	1179	3,465	2,703	2,495	1754	Y	=	2434	+	103.0769	X	Y	=	841	+	91.3219	X
377	97	247	210	163	98	804	2,043	1,737	1,348	220	Y	=	1293	+	75.0462	X	Y	=	167	+	5.2048	X
378	472	1,364	791	996	795	3004	8,682	5,036	6,338	2040	Y	=	5613	+	306.8769	X	Y	=	1369	+	67.1032	X
379	300	866	502	632	2,347	1904	5,504	3,192	4,018	5335	Y	=	3559	+	194.5077	X	Y	=	3876	+	145.9040	X
380	1	2	2	1	3,536	717	1,822	1,549	1,203	2020	Y	=	1068	+	75.3538	X	Y	=	2479	+	-45.8713	X
381	41	103	88	68	44	115	292	248	193	213	Y	=	211	+	8.1308	X	Y	=	106	+	10.7387	X
382	506	1,286	1,093	849	549	1984	5,040	4,284	3,326	1583	Y	=	3448	+	159.1538	X	Y	=	881	+	70.1742	X
383	328	833	708	550	107	1246	3,164	2,689	2,088	426	Y	=	2267	+	89.6538	X	Y	=	237	+	18.8613	X
384	119	301	256	199	15	1157	2,940	2,499	1,940	127	Y	=	1839	+	110.1154	X	Y	=	44	+	8.2565	X

Shelby County Projections
Suburban Expansion Alternative

TAZ NUMBER	2000 TOTALS					2026 TOTALS					Population Trend Linear Equation*				Employment Trend Linear Equation*			
	Households	Population	Vehicles	Workers	Employment	Households	Population	Vehicles	Workers	Employment	Y(Pop) =	A(y-intercept)	+ B(slope)	X(Year)	Y(Emp) =	A(y-intercept)	+ B(slope)	X(Year)
											A(y- intercept) + B(slope) X(Year)				A(y- intercept) + B(slope) X(Year)			
385	7	19	16	13	3	650	1,650	1,403	1,089	34	Y =	1023	+ 62.7308	X	Y =	14	+ 1.9674	X
386	167	479	340	292	55	490	1,400	994	854	119	Y =	1046	+ 35.4231	X	Y =	95	+ 2.3939	X
387	380	1,031	814	763	112	1318	3,572	2,822	2,643	191	Y =	2490	+ 108.1923	X	Y =	179	+ 1.2185	X
388	620	1,680	1,327	1,243	128	1218	3,300	2,607	2,442	320	Y =	2677	+ 62.3077	X	Y =	273	+ 4.6823	X
389	540	1,464	1,157	1,083	21	554	1,500	1,185	1,110	113	Y =	1486	+ 1.3846	X	Y =	41	+ 7.2258	X
390	1477	4,004	3,163	2,963	491	1476	4,000	3,160	2,960	1202	Y =	4002	+ -0.1538	X	Y =	685	+ 51.6968	X
391	46	125	99	93	1,270	74	200	158	148	1368	Y =	171	+ 2.8846	X	Y =	1231	+ 13.7927	X
392	0	-	-	-	1,266	0	-	-	-	6691	Y =	0	+ 0.0000	X	Y =	4356	+ 233.5290	X
393	291	840	563	664	793	291	840	563	664	4031	Y =	840	+ 0.0000	X	Y =	2504	+ 152.6677	X
394	917	2,651	1,776	2,094	565	948	2,740	1,836	2,165	1934	Y =	2706	+ 3.4231	X	Y =	1388	+ 54.5516	X
395	938	2,562	1,665	1,896	823	1721	4,698	3,054	3,477	3250	Y =	3876	+ 82.1538	X	Y =	2190	+ 105.9516	X
396	1530	4,176	2,714	3,090	595	1530	4,176	2,714	3,090	1630	Y =	4176	+ 0.0000	X	Y =	1161	+ 46.8871	X
397	970	2,881	2,017	2,161	178	1414	4,200	2,940	3,150	368	Y =	3693	+ 50.7308	X	Y =	299	+ 6.9234	X
398	0	-	-	-	870	0	-	-	-	3732	Y =	0	+ 0.0000	X	Y =	2485	+ 124.6007	X
399	24	71	50	53	487	0	-	-	-	3653	Y =	27	+ -2.7308	X	Y =	1809	+ 184.3385	X
400	788	2,340	1,638	1,755	171	1347	4,000	2,800	3,000	1324	Y =	3362	+ 63.8462	X	Y =	569	+ 75.4887	X
401	181	491	388	363	157	406	1,100	869	814	2819	Y =	866	+ 23.4231	X	Y =	2060	+ 75.8550	X
402	590	1,798	1,259	1,313	298	2033	6,200	4,340	4,526	439	Y =	4507	+ 169.3077	X	Y =	349	+ 8.9935	X
403	76	232	162	169	16	656	2,000	1,400	1,460	58	Y =	1320	+ 68.0000	X	Y =	20	+ 3.8508	X
404	161	442	389	296	18	227	621	546	416	33	Y =	534	+ 8.6692	X	Y =	27	+ 0.6006	X
405	70	193	170	129	10	153	420	370	281	33	Y =	320	+ 9.9615	X	Y =	24	+ 0.9232	X
406	513	1,566	1,096	1,143	45	1475	4,500	3,150	3,285	270	Y =	3372	+ 112.8462	X	Y =	139	+ 13.0532	X
407	244	686	494	501	26	534	1,500	1,080	1,095	213	Y =	1187	+ 31.3077	X	Y =	79	+ 13.3903	X
408	126	353	254	258	37	896	2,518	1,813	1,838	325	Y =	1685	+ 83.2692	X	Y =	107	+ 21.7371	X
409	250	764	535	558	25	1490	4,545	3,182	3,318	132	Y =	3091	+ 145.4231	X	Y =	58	+ 7.3823	X
410	1459	4,305	3,014	3,057	271	1746	5,151	3,606	3,657	539	Y =	4826	+ 32.5385	X	Y =	363	+ 17.5742	X
411	2400	6,744	4,856	4,923	54	3203	9,000	6,480	6,570	400	Y =	8132	+ 86.7692	X	Y =	184	+ 21.5468	X
412	1976	5,711	4,055	4,226	1,416	2097	6,060	4,303	4,484	1567	Y =	5926	+ 13.4231	X	Y =	1536	+ 3.0839	X
413	1701	5,017	3,512	3,562	431	2203	6,500	4,550	4,615	702	Y =	5930	+ 57.0385	X	Y =	609	+ 9.2613	X
414	1677	4,227	3,339	2,790	1,672	1677	4,227	3,339	2,790	2019	Y =	4227	+ 0.0000	X	Y =	1930	+ 8.9290	X
415	1042	2,678	1,741	1,982	606	1245	3,200	2,080	2,368	2182	Y =	2999	+ 20.0769	X	Y =	1572	+ 61.0171	X
416	385	990	644	733	1,080	385	990	644	733	2760	Y =	990	+ 0.0000	X	Y =	1903	+ 85.6516	X
417	3	8	5	6	1,974	0	-	-	-	3425	Y =	3	+ -0.3077	X	Y =	2703	+ 72.1806	X
418	59	129	94	102	1,104	91	200	146	158	1846	Y =	173	+ 2.7308	X	Y =	1602	+ 24.3968	X
419	573	1,254	915	991	258	624	1,367	998	1,080	303	Y =	1324	+ 4.3462	X	Y =	292	+ 1.1690	X
420	953	2,087	1,524	1,649	440	1042	2,282	1,666	1,803	813	Y =	2207	+ 7.5000	X	Y =	692	+ 12.0742	X
421	4	8	6	6	1,437	0	-	-	-	1554	Y =	3	+ -0.3077	X	Y =	1522	+ 3.1953	X
422	0	-	-	-	767	0	-	-	-	880	Y =	0	+ 0.0000	X	Y =	846	+ 3.3927	X
423	943	2,281	1,277	1,620	407	1173	2,838	1,589	2,015	546	Y =	2624	+ 21.4231	X	Y =	504	+ 4.1145	X
424	427	1,034	579	734	1,115	427	1,034	579	734	1220	Y =	1034	+ 0.0000	X	Y =	1215	+ 0.4181	X
425	990	2,397	1,342	1,702	963	990	2,397	1,342	1,702	954	Y =	2397	+ 0.0000	X	Y =	968	+ -1.3947	X
426	1124	2,787	1,951	2,202	874	802	1,988	1,392	1,571	966	Y =	1312	+ 67.6077	X	Y =	957	+ 0.8935	X
427	1756	4,354	3,048	3,440	596	927	2,300	1,610	1,817	809	Y =	3090	+ -79.0000	X	Y =	740	+ 6.8500	X
428	145	402	297	289	815	280	775	574	558	872	Y =	632	+ 14.3462	X	Y =	868	+ 0.3726	X
429	2330	6,453	4,775	4,646	612	2571	7,121	5,270	5,127	659	Y =	6864	+ 25.6923	X	Y =	657	+ 0.1565	X
430	1055	2,805	1,992	1,879	737	1055	2,805	1,992	1,879	1103	Y =	2805	+ 0.0000	X	Y =	975	+ 12.7210	X
431	66	175	124	117	2,982	66	175	124	117	3091	Y =	175	+ 0.0000	X	Y =	3030	+ 6.1000	X
432	294	800	520	560	357	551	1,500	975	1,050	420	Y =	1231	+ 26.9231	X	Y =	396	+ 2.3016	X

Shelby County Projections
Suburban Expansion Alternative

TAZ NUMBER	2000 TOTALS					2026 TOTALS					Population Trend Linear Equation*				Employment Trend Linear Equation*							
	Households	Population	Vehicles	Workers	Employment	Households	Population	Vehicles	Workers	Employment	Y(Pop)	=	A(y-intercept)	+	B(slope)	X(Year)	Y(Emp)	=	intercept)	+	B(slope)	X(Year)
433	893	2,509	1,806	1,832	994	893	2,509	1,806	1,832	949	Y	=	2509	+	0.0000	X	Y	=	994	+	-4.4913	X
434	1119	3,143	2,263	2,294	69	1119	3,143	2,263	2,294	137	Y	=	2178	+	96.4923	X	Y	=	111	+	2.5629	X
435	6	15	10	11	35	88	239	155	167	78	Y	=	153	+	8.6154	X	Y	=	62	+	1.6702	X
436	17	46	30	32	28	246	670	436	469	107	Y	=	430	+	24.0000	X	Y	=	37	+	6.9306	X
437	7	19	12	13	17	74	200	130	140	23	Y	=	7	+	19.2692	X	Y	=	21	+	0.1181	X
438	61	186	123	140	24	164	500	330	375	120	Y	=	379	+	12.0769	X	Y	=	83	+	3.6617	X
439	18	55	36	41	33	222	674	445	506	120	Y	=	436	+	23.8077	X	Y	=	86	+	3.3068	X
440	820	2,493	1,645	1,870	34	1036	3,150	2,079	2,363	142	Y	=	2805	+	34.5000	X	Y	=	100	+	4.1414	X
441	2	6	4	5	54	33	100	66	75	283	Y	=	64	+	3.6154	X	Y	=	132	+	15.0832	X
442	0	-	-	-	11	320	870	566	609	16	Y	=	535	+	33.4615	X	Y	=	15	+	0.1558	X
443	372	1,013	658	709	49	400	1,088	707	762	111	Y	=	1059	+	2.8846	X	Y	=	88	+	2.3044	X
444	1041	2,831	1,840	1,982	21	1287	3,500	2,275	2,450	91	Y	=	3243	+	25.7308	X	Y	=	63	+	2.8429	X
445	1	3	2	2	44	299	814	529	570	91	Y	=	502	+	31.1923	X	Y	=	74	+	1.6560	X
446	700	1,904	1,238	1,333	609	735	2,000	1,300	1,400	931	Y	=	1963	+	3.6923	X	Y	=	819	+	11.2390	X
447	1062	2,888	1,877	2,022	121	1213	3,300	2,145	2,310	237	Y	=	3142	+	15.8462	X	Y	=	193	+	4.3982	X
448	728	1,937	1,375	1,298	1,631	728	1,937	1,375	1,298	1743	Y	=	1937	+	0.0000	X	Y	=	1710	+	3.3355	X
449	1390	3,294	1,845	2,075	320	1603	3,800	2,128	2,394	462	Y	=	3605	+	19.4615	X	Y	=	419	+	4.2535	X
450	1039	2,462	1,379	1,551	124	1077	2,553	1,430	1,608	363	Y	=	2518	+	3.5000	X	Y	=	280	+	8.2919	X
451	429	1,016	569	640	88	429	1,016	569	640	252	Y	=	1016	+	0.0000	X	Y	=	195	+	5.6874	X
452	491	1,386	832	859	171	286	806	484	500	398	Y	=	1386	+	-58.0000	X	Y	=	242	+	15.5131	X
453	775	2,101	1,429	1,366	69	863	2,340	1,591	1,521	118	Y	=	2248	+	9.1923	X	Y	=	100	+	1.7477	X
454	462	1,491	656	1,029	77	672	2,170	955	1,497	173	Y	=	1909	+	26.1154	X	Y	=	213	+	-4.0161	X
455	2767	8,717	4,620	6,276	246	2914	9,179	4,865	6,609	326	Y	=	9001	+	17.7692	X	Y	=	435	+	-10.8935	X
456	843	2,657	1,408	1,913	98	952	3,000	1,590	2,160	162	Y	=	2868	+	13.1923	X	Y	=	138	+	2.3989	X
457	0	-	-	-	167	0	-	-	-	797	Y	=	0	+	0.0000	X	Y	=	613	+	18.3510	X
458	31	83	64	47	510	473	1,250	963	713	953	Y	=	801	+	44.8846	X	Y	=	781	+	17.1717	X
459	313	825	635	470	550	556	1,469	1,131	837	1179	Y	=	1221	+	24.7692	X	Y	=	936	+	24.2768	X
460	12	31	24	18	1,274	0	-	-	-	1614	Y	=	12	+	-1.1923	X	Y	=	1599	+	1.4148	X
461	586	2,034	773	1,220	34	333	1,155	439	693	118	Y	=	2034	+	-87.9000	X	Y	=	71	+	4.7026	X
462	681	2,092	1,067	1,339	393	616	1,892	965	1,211	497	Y	=	1969	+	-7.6923	X	Y	=	393	+	10.4494	X
463	583	1,575	772	1,008	543	583	1,575	772	1,008	506	Y	=	1575	+	0.0000	X	Y	=	543	+	-3.6576	X
464	266	717	351	459	299	266	717	351	459	281	Y	=	717	+	0.0000	X	Y	=	297	+	-1.6168	X
465	1379	3,943	1,656	2,405	620	1379	3,943	1,656	2,405	733	Y	=	3943	+	0.0000	X	Y	=	620	+	11.2510	X
466	1160	3,318	1,394	2,024	263	1005	2,873	1,207	1,753	272	Y	=	3072	+	-19.8846	X	Y	=	271	+	0.1252	X
467	1020	2,877	1,726	1,784	711	949	2,677	1,606	1,660	786	Y	=	2754	+	-7.6923	X	Y	=	711	+	7.4715	X
468	1427	4,439	2,131	2,930	739	1363	4,239	2,035	2,798	796	Y	=	4316	+	-7.6923	X	Y	=	739	+	5.7410	X
469	1273	3,908	1,993	2,501	86	1294	3,972	2,026	2,542	99	Y	=	3947	+	2.4615	X	Y	=	105	+	-0.5965	X
470	1395	4,337	2,082	2,862	228	1109	3,450	1,656	2,277	263	Y	=	4337	+	-88.7000	X	Y	=	319	+	-5.5548	X
471	786	2,217	1,330	1,375	168	644	1,816	1,090	1,126	153	Y	=	2217	+	-40.1000	X	Y	=	211	+	-5.8226	X
472	775	2,186	1,312	1,355	308	775	2,186	1,312	1,355	317	Y	=	2186	+	0.0000	X	Y	=	308	+	0.9194	X
473	750	2,115	1,269	1,311	364	416	1,174	704	728	286	Y	=	2115	+	-94.1000	X	Y	=	373	+	-8.6516	X
474	1057	3,034	1,396	1,669	255	1057	3,034	1,396	1,669	250	Y	=	3034	+	0.0000	X	Y	=	280	+	-3.0694	X
475	73	197	97	126	47	73	197	97	126	61	Y	=	197	+	0.0000	X	Y	=	45	+	1.5882	X
476	0	1	1	1	228	0	-	-	-	239	Y	=	0	+	-0.0385	X	Y	=	550	+	-31.1032	X
477	1291	3,486	1,708	2,231	932	1104	2,982	1,461	1,908	1241	Y	=	3486	+	-50.4000	X	Y	=	1226	+	1.4871	X
478	773	2,088	1,023	1,336	223	773	2,088	1,023	1,336	246	Y	=	2088	+	0.0000	X	Y	=	304	+	-5.7677	X
479	0	-	-	-	50	0	-	-	-	55	Y	=	0	+	0.0000	X	Y	=	72	+	-1.7564	X
480	13	35	27	20	55	50	132	102	75	83	Y	=	95	+	3.7308	X	Y	=	72	+	1.1443	X

Shelby County Projections
Suburban Expansion Alternative

TAZ NUMBER	2000 TOTALS					2026 TOTALS					Population Trend Linear Equation*				Employment Trend Linear Equation*								
											Y(Pop)	=	A(y-intercept)	+	B(slope)	X(Year)	Y(Emp)	=	A(y-intercept)	+	B(slope)	X(Year)	
	Households	Population	Vehicles	Workers	Employment	Households	Population	Vehicles	Workers	Employment													
481	214	566	436	323	164	411	1,084	835	618	396	Y	=	885	+	19.9231	X	Y	=	306	+	9.0673	X	
482	92	270	186	173	119	327	962	664	616	360	Y	=	696	+	26.6154	X	Y	=	259	+	10.0642	X	
483	1399	4,113	2,838	2,632	100	1499	4,406	3,040	2,820	140	Y	=	4293	+	11.2692	X	Y	=	118	+	2.2690	X	
484	69	204	141	131	27	108	317	219	203	66	Y	=	274	+	4.3462	X	Y	=	50	+	1.5735	X	
485	1	4	3	3	9	0	-	-	-	28	Y	=	2	+	-0.1538	X	Y	=	21	+	0.7669	X	
486	272	799	551	511	53	402	1,181	815	756	88	Y	=	1034	+	14.6923	X	Y	=	74	+	1.3588	X	
487	20	59	41	38	38	41	120	83	77	68	Y	=	97	+	2.3462	X	Y	=	56	+	1.1413	X	
488	383	1,127	778	721	80	543	1,597	1,102	1,022	125	Y	=	1416	+	18.0769	X	Y	=	101	+	2.3976	X	
489	278	818	564	524	12	390	1,148	792	735	34	Y	=	1021	+	12.6923	X	Y	=	26	+	0.8287	X	
490	279	819	565	524	38	409	1,203	830	770	108	Y	=	1055	+	14.7692	X	Y	=	68	+	3.9510	X	
491	123	325	250	185	185	228	602	464	343	522	Y	=	495	+	10.6538	X	Y	=	379	+	14.2488	X	
492	3	7	5	4	241	0	-	-	-	734	Y	=	3	+	-0.2692	X	Y	=	531	+	20.3290	X	
493	480	1,344	900	900	353	691	1,936	1,297	1,297	379	Y	=	1652	+	28.4308	X	Y	=	363	+	1.5783	X	
494	393	1,100	737	737	1,505	788	2,205	1,477	1,477	1779	Y	=	1715	+	48.9615	X	Y	=	1660	+	11.9252	X	
495	168	469	314	314	85	375	1,050	704	704	296	Y	=	796	+	25.4231	X	Y	=	202	+	9.3748	X	
496	17	48	32	32	48	206	578	387	387	349	Y	=	357	+	22.1077	X	Y	=	171	+	17.8652	X	
497	509	1,247	811	811	2,194	747	1,830	1,190	1,190	2218	Y	=	1606	+	22.4231	X	Y	=	2194	+	2.4435	X	
498	1078	2,641	1,717	1,717	1,024	1020	2,500	1,625	1,625	1164	Y	=	2554	+	-5.4231	X	Y	=	1100	+	6.4419	X	
499	120	316	243	180	182	233	616	474	351	428	Y	=	501	+	11.5385	X	Y	=	333	+	9.5594	X	
500	700	1,716	1,115	1,115	86	1008	2,470	1,606	1,606	355	Y	=	2107	+	36.2615	X	Y	=	250	+	10.4851	X	
501	701	2,132	1,407	1,599	317	823	2,501	1,651	1,876	508	Y	=	2286	+	21.5154	X	Y	=	420	+	8.7916	X	
502	500	1,809	724	1,266	5,827	500	1,809	724	1,266	3637	Y	=	1809	+	0.0000	X	Y	=	4474	+	-83.6404	X	
503	256	926	370	648	5,532	28	100	40	70	3413	Y	=	418	+	-31.7692	X	Y	=	4226	+	-81.2849	X	
504	231	646	433	433	283	286	800	536	536	631	Y	=	741	+	5.9231	X	Y	=	474	+	15.6877	X	
505	254	711	476	476	117	893	2,500	1,675	1,675	199	Y	=	1812	+	68.8077	X	Y	=	161	+	3.8779	X	
506	309	847	745	567	71	365	1,000	880	670	147	Y	=	941	+	5.8846	X	Y	=	105	+	4.2378	X	
507	39	107	94	72	18	101	276	243	185	59	Y	=	203	+	7.3000	X	Y	=	37	+	2.1579	X	
508	25	68	60	46	33	113	310	273	208	166	Y	=	208	+	10.2308	X	Y	=	89	+	7.7561	X	
509	186	509	448	341	41	182	500	440	335	130	Y	=	503	+	-0.3462	X	Y	=	80	+	4.9874	X	
510	384	1,097	779	669	194	513	1,467	1,042	895	251	Y	=	1282	+	18.5385	X	Y	=	295	+	-4.3699	X	
511	233	665	472	406	82	367	1,050	746	641	154	Y	=	871	+	17.8846	X	Y	=	129	+	2.5329	X	
512	144	411	292	251	37	350	1,000	710	610	75	Y	=	773	+	22.6538	X	Y	=	60	+	1.5394	X	
Shelby	Subtotal	347,007	897,472	540,995	592,336	511,528	415,769	1,078,634	680,744	721,178	725,954	Y	=	1,024,121	+	5,451.4	X	Y	=	642,983	+	8,297.2	X

* Equation for line from projected 2026 to projected 2016. From projected 2016 to Census 2000 is same equation as Light Rail Alternative linear equator

DeSoto County Projections
Suburban Expansion Alternative

TAZ Number	2000 TOTALS					2026 TOTALS					Population Trend Linear Equation*				Employment Trend Linear Equation*							
	Households	Population	Vehicles	Workers	Employment	Households	Population	Vehicles	Workers	Employment	Y(Pop)	=	A(y-intercept)	+	B(slope)	X(Year)	Y(Emp)	=	A(y-intercept)	+	B(slope)	X(Year)
701	97	253	144	243	497	200	524	502	299	1,706	Y	=	420	+	10.4174	X	Y	=	824	+	88.1071	X
702	153	400	228	384	246	200	524	502	299	609	Y	=	476	+	4.7528	X	Y	=	293	+	31.6061	X
703	31	82	47	79	2114	100	260	251	148	5,947	Y	=	191	+	6.8578	X	Y	=	4953	+	99.3786	X
704	0	0	0	0	1593	0	0	0	0	2,702	Y	=	0	+	0.0000	X	Y	=	2466	+	23.5960	X
705	377	980	558	738	270	900	2,340	1,764	1,334	638	Y	=	1817	+	52.3255	X	Y	=	501	+	13.6911	X
706	216	567	323	424	176	574	1,504	1,125	857	439	Y	=	1144	+	36.0399	X	Y	=	355	+	8.4011	X
707	664	1726	984	1301	428	900	2,340	1,764	1,334	601	Y	=	2104	+	23.5995	X	Y	=	522	+	7.9020	X
708	552	1434	817	1081	312	700	1,820	1,372	1,037	376	Y	=	1672	+	14.8272	X	Y	=	364	+	1.1951	X
709	368	956	545	721	1233	289	751	566	428	817	Y	=	830	+	-7.8823	X	Y	=	1071	+	-25.3638	X
710	68	177	101	133	122	180	468	353	267	296	Y	=	356	+	11.1985	X	Y	=	245	+	5.1149	X
711	41	106	60	80	1063	32	83	63	47	735	Y	=	92	+	-0.8776	X	Y	=	922	+	-18.7533	X
712	221	574	327	435	188	370	962	729	548	270	Y	=	813	+	14.9225	X	Y	=	266	+	0.3618	X
713	134	350	199	265	29	1,100	2,860	2,167	1,630	262	Y	=	1894	+	96.5574	X	Y	=	156	+	10.6169	X
714	113	295	168	223	30	900	2,340	1,773	1,334	285	Y	=	1553	+	78.6634	X	Y	=	161	+	12.4003	X
715	126	326	186	247	21	800	2,080	1,576	1,186	131	Y	=	1406	+	67.4484	X	Y	=	89	+	4.1559	X
716	99	257	146	195	32	800	2,080	1,576	1,186	296	Y	=	1379	+	70.1208	X	Y	=	174	+	12.2082	X
717	222	622	354	493	65	900	2,520	1,998	1,436	285	Y	=	1790	+	73.0004	X	Y	=	187	+	9.8237	X
718	183	512	292	406	45	900	2,520	1,998	1,436	227	Y	=	1748	+	77.2272	X	Y	=	153	+	7.4127	X
719	168	470	268	372	288	220	616	488	351	468	Y	=	560	+	5.6339	X	Y	=	343	+	12.4821	X
720	159	446	254	354	232	220	616	488	351	352	Y	=	551	+	6.5396	X	Y	=	287	+	6.5410	X
721	153	429	244	340	145	400	1,120	888	638	424	Y	=	854	+	26.5741	X	Y	=	289	+	13.5201	X
722	116	325	185	258	70	700	1,960	1,554	1,117	503	Y	=	1331	+	62.8835	X	Y	=	286	+	21.6751	X
723	151	424	242	336	117	700	1,960	1,554	1,117	542	Y	=	1369	+	59.0794	X	Y	=	379	+	16.2206	X
724	307	860	490	682	196	800	2,240	1,776	1,277	467	Y	=	1709	+	53.0620	X	Y	=	388	+	7.8906	X
725	1172	3047	1737	2145	1973	1,300	3,380	2,379	1,927	2,109	Y	=	3252	+	12.8059	X	Y	=	2106	+	0.2985	X
726	857	2228	1269	1568	1981	791	2,057	1,448	1,172	1,715	Y	=	2123	+	-6.5759	X	Y	=	1887	+	-17.2925	X
727	578	1502	856	1057	4326	597	1,552	1,093	885	4,135	Y	=	1533	+	1.9294	X	Y	=	4415	+	-28.0910	X
728	484	1258	717	886	3496	564	1,466	1,032	836	4,089	Y	=	1386	+	7.9944	X	Y	=	3851	+	23.8003	X
729	433	1082	617	714	491	1,022	2,555	1,686	1,456	1,147	Y	=	1988	+	56.6596	X	Y	=	903	+	24.3940	X
730	1812	4529	2582	2989	2533	1,818	4,545	3,000	2,591	2,007	Y	=	4539	+	0.6096	X	Y	=	2539	+	-53.1875	X
731	931	2328	1328	1853	2219	1,086	2,715	2,161	1,548	1,561	Y	=	2566	+	14.8731	X	Y	=	2445	+	-88.4729	X
732	947	2368	1350	1885	772	1,022	2,555	2,034	1,456	742	Y	=	2483	+	7.1735	X	Y	=	810	+	-6.7453	X
733	436	1090	621	767	109	815	2,038	1,434	1,161	160	Y	=	1673	+	36.4678	X	Y	=	167	+	-0.7676	X
734	9	23	13	18	4855	10	25	20	14	4,593	Y	=	24	+	0.0855	X	Y	=	5147	+	-55.4245	X
735	216	605	345	430	75	800	2,240	1,592	1,277	283	Y	=	1611	+	62.8679	X	Y	=	201	+	8.2577	X
736	448	1255	715	789	109	1,200	3,360	2,112	1,915	284	Y	=	2551	+	80.9475	X	Y	=	221	+	6.3579	X
737	440	1231	702	910	182	700	1,960	1,449	1,117	309	Y	=	1680	+	28.0212	X	Y	=	248	+	6.1227	X
738	290	813	463	601	77	500	1,400	1,035	798	182	Y	=	1174	+	22.5891	X	Y	=	111	+	7.1538	X
739	67	176	100	120	13	150	393	267	224	28	Y	=	310	+	8.3418	X	Y	=	23	+	0.5580	X
740	221	580	330	394	28	400	1,048	712	597	63	Y	=	868	+	17.9981	X	Y	=	42	+	2.0614	X
741	56	115	65	100	43	300	611	534	348	229	Y	=	420	+	19.0826	X	Y	=	159	+	7.0145	X
742	94	245	140	167	24	200	524	356	299	63	Y	=	417	+	10.7161	X	Y	=	41	+	2.2285	X
743	156	410	233	278	82	250	655	445	373	138	Y	=	561	+	9.4348	X	Y	=	112	+	2.6004	X
744	66	185	106	118	31	400	1,120	712	638	193	Y	=	761	+	35.9486	X	Y	=	128	+	6.5485	X
745	183	513	292	326	230	525	1,470	935	838	570	Y	=	1059	+	41.1207	X	Y	=	475	+	9.5156	X
746	84	234	133	149	49	525	1,470	935	838	342	Y	=	952	+	51.8388	X	Y	=	198	+	14.3727	X

DeSoto County Projections
Suburban Expansion Alternative

TAZ Number	2000 TOTALS					2026 TOTALS					Population Trend Linear Equation*				Employment Trend Linear Equation*							
	Households	Population	Vehicles	Workers	Employment	Households	Population	Vehicles	Workers	Employment	Y(Pop)	=	A(y-intercept)	+	B(slope)	X(Year)	Y(Emp)	=	A(y-intercept)	+	B(slope)	X(Year)
747	47	124	71	84	7	210	550	374	314	28	Y	=	370	+	18.0167	X	Y	=	20	+	0.7946	X
748	89	233	133	158	22	300	786	534	448	86	Y	=	573	+	21.2809	X	Y	=	53	+	3.2360	X
749	277	777	443	574	64	735	2,058	1,521	1,173	205	Y	=	1505	+	55.3050	X	Y	=	124	+	8.1359	X
750	537	1503	857	1084	180	1,155	3,234	2,333	1,844	341	Y	=	2473	+	76.0672	X	Y	=	296	+	4.5585	X
751	235	657	374	436	23	945	2,646	1,758	1,508	97	Y	=	1803	+	84.2598	X	Y	=	63	+	3.3669	X
752	1915	5364	3057	3371	757	1,938	5,427	3,411	3,093	656	Y	=	5244	+	18.3607	X	Y	=	741	+	-8.4795	X
753	1323	3704	2112	2328	450	1,375	3,850	2,420	2,195	415	Y	=	3794	+	5.6074	X	Y	=	461	+	-4.6186	X
754	132	370	211	246	14	700	1,960	1,302	1,117	74	Y	=	1349	+	61.1429	X	Y	=	51	+	2.2990	X
755	417	1168	665	776	252	945	2,646	1,758	1,508	495	Y	=	2000	+	64.6058	X	Y	=	431	+	6.4215	X
756	282	791	451	525	468	1,462	4,094	2,719	2,333	1,303	Y	=	2824	+	127.0376	X	Y	=	1670	+	-36.7105	X
757	64	161	92	106	1080	195	488	322	278	3,148	Y	=	362	+	12.5907	X	Y	=	2434	+	71.4308	X
758	999	2576	1469	1648	1446	1,785	4,605	2,945	2,625	2,425	Y	=	3690	+	91.5316	X	Y	=	2070	+	35.4697	X
759	122	330	188	203	156	945	2,552	1,569	1,454	1,145	Y	=	1622	+	92.9369	X	Y	=	770	+	37.4655	X
760	7	20	11	12	0	0	0	0	0	2,533	Y	=	8	+	-0.7549	X	Y	=	1443	+	109.0323	X
761	239	646	368	576	1072	707	1,909	1,704	1,088	3,375	Y	=	1423	+	48.5939	X	Y	=	2362	+	101.2877	X
762	458	1236	704	760	238	651	1,758	1,081	1,002	507	Y	=	1505	+	25.2226	X	Y	=	290	+	21.7150	X
763	126	352	201	303	32	840	2,352	2,024	1,341	274	Y	=	1514	+	83.8037	X	Y	=	138	+	13.5961	X
764	190	512	292	457	105	694	1,874	1,673	1,068	449	Y	=	1296	+	57.8677	X	Y	=	264	+	18.4742	X
765	107	299	171	258	133	735	2,058	1,771	1,173	898	Y	=	1321	+	73.6761	X	Y	=	587	+	31.0732	X
766	101	283	162	244	27	525	1,470	1,265	838	160	Y	=	971	+	49.9425	X	Y	=	91	+	6.8842	X
767	40	111	63	95	10	116	323	278	185	40	Y	=	232	+	9.1229	X	Y	=	22	+	1.7935	X
768	87	244	139	210	408	189	529	455	301	898	Y	=	404	+	12.5251	X	Y	=	676	+	22.2222	X
769	151	423	241	364	58	998	2,793	2,404	1,592	449	Y	=	1800	+	99.3430	X	Y	=	246	+	20.2680	X
770	48	135	77	116	8	189	529	455	301	40	Y	=	362	+	16.6992	X	Y	=	21	+	1.8954	X
771	114	295	168	224	8	1,260	3,276	2,482	1,867	108	Y	=	2034	+	124.2451	X	Y	=	57	+	5.0658	X
772	111	289	164	219	47	1,155	3,003	2,275	1,712	468	Y	=	1871	+	113.2030	X	Y	=	306	+	16.2105	X
773	174	451	257	342	41	1,575	4,095	3,103	2,334	342	Y	=	2574	+	152.1457	X	Y	=	232	+	11.0281	X
774	243	632	360	518	48	1,575	4,095	3,355	2,334	284	Y	=	2643	+	145.2038	X	Y	=	199	+	8.5011	X
775	138	360	205	295	20	735	1,911	1,566	1,089	125	Y	=	1258	+	65.2728	X	Y	=	71	+	5.3860	X
776	372	967	551	732	198	3,000	7,800	5,910	4,446	1,541	Y	=	5172	+	262.8245	X	Y	=	1062	+	47.9814	X
777	385	1002	570	724	1399	310	806	583	459	1,005	Y	=	881	+	-7.5234	X	Y	=	1231	+	-22.6338	X
778	524	1363	777	986	555	450	1,170	846	667	381	Y	=	1244	+	-7.4225	X	Y	=	506	+	-12.4903	X
779	28	73	41	60	50	150	390	320	222	278	Y	=	268	+	12.2061	X	Y	=	185	+	9.2758	X
780	577	1501	856	1086	87	1,700	4,420	3,196	2,519	273	Y	=	3297	+	112.2532	X	Y	=	191	+	8.2375	X
781	50	129	73	93	0	160	416	301	237	0	Y	=	306	+	11.0472	X	Y	=	0	+	0.0000	X
782	1492	3878	2211	2804	452	2,611	6,789	4,909	3,870	684	Y	=	5669	+	111.9532	X	Y	=	661	+	2.2999	X
783	216	561	320	542	266	525	1,365	1,318	778	1,164	Y	=	1016	+	34.9107	X	Y	=	718	+	44.5935	X
784	170	445	254	426	31	420	1,100	1,054	627	97	Y	=	816	+	28.4262	X	Y	=	57	+	4.0116	X
785	106	279	159	267	26	150	393	377	224	40	Y	=	349	+	4.3929	X	Y	=	33	+	0.6931	X
786	130	338	193	327	47	200	520	502	296	86	Y	=	450	+	6.9822	X	Y	=	62	+	2.3423	X
787	95	247	140	202	28	200	520	426	296	80	Y	=	415	+	10.5077	X	Y	=	46	+	3.3630	X
788	156	410	233	333	28	250	655	533	373	45	Y	=	561	+	9.4269	X	Y	=	38	+	0.7813	X
789	237	622	355	506	40	300	786	639	448	51	Y	=	723	+	6.3039	X	Y	=	47	+	0.4255	X
790	81	211	120	173	24	210	546	447	311	68	Y	=	401	+	14.4736	X	Y	=	45	+	2.3704	X
791	74	192	109	158	11	210	546	447	311	28	Y	=	394	+	15.2021	X	Y	=	22	+	0.6453	X
792	280	734	418	597	41	400	1,048	852	597	63	Y	=	927	+	12.0780	X	Y	=	52	+	1.0335	X

DeSoto County Projections
Suburban Expansion Alternative

TAZ Number	2000 TOTALS					2026 TOTALS					Population Trend Linear Equation*				Employment Trend Linear Equation*			
	Households	Population	Vehicles	Workers	Employment	Households	Population	Vehicles	Workers	Employment	Y(Pop) =	A(y-intercept)	+ B(slope)	X(Year)	Y(Emp) =	A(y-intercept)	+ B(slope)	X(Year)
793	180	471	268	383	37	250	655	533	373	51	Y =	584	+ 7.0593	X	Y =	46	+ 0.5662	X
794	147	384	219	312	22	250	655	533	373	34	Y =	551	+ 10.4285	X	Y =	31	+ 0.3001	X
795	142	372	212	303	22	280	734	596	418	57	Y =	595	+ 13.9039	X	Y =	36	+ 2.1345	X
796	135	350	200	287	24	263	683	559	390	45	Y =	535	+ 14.7911	X	Y =	36	+ 0.9292	X
797	175	459	262	389	58	231	605	513	345	97	Y =	531	+ 7.3926	X	Y =	67	+ 2.9524	X
798	309	810	462	687	91	300	786	666	448	102	Y =	795	+ -0.9351	X	Y =	89	+ 1.3283	X
799	243	637	363	540	79	250	655	555	373	91	Y =	648	+ 0.6931	X	Y =	80	+ 1.0817	X
800	314	880	502	698	99	280	784	622	447	97	Y =	821	+ -3.7115	X	Y =	92	+ 0.4479	X
801	181	507	289	402	685	250	700	555	399	1,157	Y =	626	+ 7.4378	X	Y =	846	+ 31.0877	X
802	356	932	531	790	127	700	1,834	1,554	1,045	279	Y =	1487	+ 34.6955	X	Y =	202	+ 7.7231	X
803	44	114	65	88	47	150	393	303	224	172	Y =	286	+ 10.7272	X	Y =	117	+ 5.5045	X
804	83	232	132	168	108	500	1,400	1,010	798	697	Y =	951	+ 44.9092	X	Y =	444	+ 25.3240	X
805	276	723	412	557	46	1,500	3,930	3,030	2,240	330	Y =	2696	+ 123.3512	X	Y =	171	+ 15.9524	X
806	232	609	347	469	119	600	1,572	1,212	896	278	Y =	1202	+ 37.0448	X	Y =	235	+ 4.3478	X
807	220	576	328	444	86	600	1,572	1,212	896	307	Y =	1189	+ 38.3059	X	Y =	178	+ 12.9574	X
808	99	261	148	201	22	400	1,048	808	597	125	Y =	745	+ 30.2874	X	Y =	63	+ 6.2502	X
809	113	295	168	227	25	400	1,048	808	597	125	Y =	758	+ 28.9633	X	Y =	64	+ 6.1390	X
810	63	166	95	128	22	250	655	505	373	114	Y =	467	+ 18.8035	X	Y =	63	+ 5.0963	X
811	90	235	134	181	20	300	786	606	448	102	Y =	574	+ 21.2022	X	Y =	48	+ 5.4213	X
812	174	457	260	352	56	500	1,310	1,010	747	182	Y =	982	+ 32.8149	X	Y =	121	+ 6.1410	X
813	145	379	216	258	25	300	786	534	448	57	Y =	630	+ 15.6483	X	Y =	41	+ 1.6003	X
814	56	146	83	99	21	200	524	356	299	91	Y =	379	+ 14.5490	X	Y =	53	+ 3.7506	X
815	78	204	116	139	15	300	786	534	448	68	Y =	562	+ 22.3707	X	Y =	42	+ 2.6012	X
816	49	127	72	86	11	250	655	445	373	68	Y =	452	+ 20.2968	X	Y =	41	+ 2.7503	X
817	105	275	157	187	36	525	1,376	935	784	2,981	Y =	912	+ 46.3618	X	Y =	1552	+ 142.8212	X
818	115	302	172	205	27	250	655	445	373	80	Y =	519	+ 13.5744	X	Y =	46	+ 3.3930	X
819	82	215	122	146	31	300	786	534	448	1,546	Y =	566	+ 21.9798	X	Y =	627	+ 91.8935	X
820	114	300	171	204	263	350	917	623	523	1,252	Y =	680	+ 23.7411	X	Y =	597	+ 65.4973	X
821	75	196	112	133	59	300	786	534	448	239	Y =	559	+ 22.6833	X	Y =	167	+ 7.1749	X
822	87	227	129	154	433	150	393	267	224	1,160	Y =	329	+ 6.3781	X	Y =	627	+ 53.2616	X
DeSoto Subtotal	32,928	87,227	49,715	63,819	46,380	74,918	199,237	148,110	113,555	83,555	Y =	154312	+ 4492.5	X	Y =	69868	+ 1368.6	X

* Equation for line from projected 2026 to projected 2016. From projected 2016 to Census 2000 is same equation as Light Rail Alternative linear equation

Fayette County Projections
Suburban Expansion Alternative

TAZ Number	2000 TOTALS					2026 TOTALS					Population Trend Linear Equation*				Employment Trend Linear Equation*			
	Households	Population	Vehicles	Workers	Employment	Households	Population	Vehicles	Workers	Employment	Y(Pop) =	A(y-intercept)	+ B(slope)	X(Year)	Y(Emp) =	A(y-intercept)	+ B(slope)	X(Year)
601	63	166	106	73	159	296	820	524	361	333	Y =	568	+ 25.1610	X	Y =	316	+ 1.6605	X
602	86	228	146	75	272	428	1,185	758	390	598	Y =	783	+ 40.2875	X	Y =	543	+ 5.5422	X
603	42	110	70	48	299	196	543	347	239	831	Y =	376	+ 16.6615	X	Y =	595	+ 23.5817	X
604	15	38	25	17	33	69	190	122	84	82	Y =	132	+ 5.8300	X	Y =	66	+ 1.5271	X
605	212	562	359	248	247	1,053	2,918	1,865	1,285	596	Y =	1926	+ 99.1664	X	Y =	493	+ 10.2728	X
606	142	375	240	165	62	702	1,947	1,244	858	211	Y =	1285	+ 66.1585	X	Y =	124	+ 8.7091	X
607	54	144	92	63	29	270	747	477	329	85	Y =	493	+ 25.3715	X	Y =	59	+ 2.5795	X
608	87	231	148	102	84	434	1,201	768	529	249	Y =	793	+ 40.8227	X	Y =	167	+ 8.2335	X
609	268	710	453	313	143	1,330	3,686	2,355	1,623	413	Y =	2433	+ 125.2515	X	Y =	285	+ 12.7363	X
610	805	2129	1360	938	354	3,991	11,055	7,064	4,869	914	Y =	7298	+ 375.7189	X	Y =	706	+ 20.7519	X
611	51	136	87	60	497	255	706	450	311	2,700	Y =	466	+ 23.9798	X	Y =	991	+ 170.8882	X
Fayette Subtotal	1,826	4,829	3,084	2,101	2,179	9,025	24,997	15,974	10,877	7,011	Y =	16553	+ 844.4	X	Y =	4346	+ 266.5	X

* Equation for line from projected 2026 to projected 2016. From projected 2016 to Census 2000 is same equation as Light Rail Alternative linear equation

Memphis Area MPO Projections
Suburban Expansion Alternative

	2000 TOTALS					2026 TOTALS					Population Trend Linear Equation			Employment Trend Linear Equation		
	Households	Population	Vehicles	Workers	Employment	Households	Population	Vehicles	Workers	Employment	Y(Pop) = A(y-intercept) + B(slope) X(Year)	Y(Emp) = A(y-intercept) + B(slope) X(Year)				
Shelby County	347,007	897,472	540,995	592,336	511,528	415,769	1,078,634	680,744	721,178	725,954	Y = 1,024,121 + 5,451 X	Y = 642,983 + 8,297 X				
DeSoto County	32,928	87,227	49,715	63,819	46,380	74,918	199,237	148,110	113,555	83,555	Y = 154,312 + 4,493 X	Y = 69,868 + 1,369 X				
Fayette County	1,826	4,829	3,084	2,101	2,179	9,025	24,997	15,974	10,877	7,011	Y = 16,553 + 844 X	Y = 4,346 + 266 X				
GRAND TOTAL	381,761	989,528	593,795	658,257	560,087	499,712	1,302,869	844,828	845,609	816,520	Y = 1,194,986 + 10,788 X	Y = 717,196 + 9932 X				

Appendix H

Freight Activity Hubs Existing Data

Appendix H - Freight Activity Hubs, Existing and Future Employment

TAZ	Activity Hub	Employment Year 2000	Employment Year 2026	Absolute Difference	Percent Change
167	Airport	2,464	2,464	0	0
189	Airport	2,634	2,714	80	3.04
206	Airport	1,033	1,870	837	81.03
191	Airport	5,666	6,694	1,028	18.14
190	Airport	2,715	2,737	22	0.81
205	Airport	10,085	10,085	0	0
207	Airport	8,330	8,411	81	0.97
208	Airport	4,264	5,833	1,569	36.8
188	Airport	846	962	116	13.71
187	Airport	896	1,086	190	21.21
193	Airport	3,382	3,635	253	7.48
192	Airport	5,203	6,626	1,423	27.35
194	Airport	545	545	0	0
195	Airport	930	3,437	2,507	269.57
204	Airport	1,207	2,058	851	70.51
202	Airport	901	1,798	897	99.56
209	Airport	2,696	3,029	333	12.35
196	Airport	3,114	3,524	410	13.17
213	Airport	2,175	3,535	1,360	62.53
197	Airport	334	1,268	934	279.64
203	Airport	201	1,118	917	456.22
198	Airport	292	1,153	861	294.86
199	Airport	181	503	322	177.9
201	Airport	161	943	782	485.71
214	Airport	285	2,500	2,215	777.19
200	Airport	126	749	623	494.44
215	Airport	1,181	7,020	5,839	494.41
	Subtotal	61,847	86,297	24,450	39.53
130	Depot	1,631	1,741	110	6.74
132	Depot	2,078	2,078	0	0
131	Depot	2,215	2,215	0	0
136	Depot	2,761	3,052	291	10.54
	Subtotal	8,685	9,086	401	4.62
210	Lamar/Hickory Hill	6,076	6,223	147	2.42
226	Lamar/Hickory Hill	4,033	5,758	1,725	42.77
225	Lamar/Hickory Hill	2,718	3,334	616	22.66
235	Lamar/Hickory Hill	1,647	2,029	382	23.19

224	Lamar/Hickory Hill	1,921	2,605	684	35.61
211	Lamar/Hickory Hill	3,463	3,644	181	5.23
212	Lamar/Hickory Hill	1,894	3,280	1,386	73.18
223	Lamar/Hickory Hill	1,765	1,930	165	9.35
217	Lamar/Hickory Hill	312	2,500	2,188	701.28
218	Lamar/Hickory Hill	465	3,248	2,783	598.49
219	Lamar/Hickory Hill	338	924	586	173.37
222	Lamar/Hickory Hill	4,421	5,158	737	16.67
216	Lamar/Hickory Hill	587	3,500	2,913	496.25
220	Lamar/Hickory Hill	528	3,000	2,472	468.18
221	Lamar/Hickory Hill	811	2,808	1,997	246.24
	Subtotal	30,979	49,941	18,962	61.21
704	Olive Branch	3,011	3,011	0	0
703	Olive Branch	6,728	6,728	0	0
705	Olive Branch	645	645	0	0
	Subtotal	10,384	10,384	0	0
160	President's Island	1,655	2,461	806	48.7
157	President's Island	933	933	0	0
158	President's Island	1,790	2,636	846	47.26
159	President's Island	1,784	2,607	823	46.13
	Subtotal	6,162	8,637	2,475	40.17
156	South Memphis	3,005	3,005	0	0
147	South Memphis	645	645	0	0
155	South Memphis	1,735	1,735	0	0
148	South Memphis	322	322	0	0
152	South Memphis	303	295	-8	-2.64
153	South Memphis	635	635	0	0
154	South Memphis	1,785	1,785	0	0
149	South Memphis	1,168	1,168	0	0
150	South Memphis	1,508	1,508	0	0
151	South Memphis	544	544	0	0
	Subtotal	11,650	11,642	-8	-0.07
	TOTAL	129,707	175,987	46,280	35.68

Source: MPO Light Rail Alternative Land Use Projections

Appendix I

TRIMS Data

Appendix I - Truck Volumes TRIMS												
Station MPO	Road MPO	Location MPO	Traffic Count Year	Average Annual Daily Traffic (AADT)	Percent Design Hourly Volume	Percent Peak Hour Traffic	Directional Distribution	Design Hourly Volume (DHV)	Percent Passenger Cars	Percent Single Unit Trucks	Percent Multi-unit Trucks	Total Percent Trucks
319	FA-101	I-40 & Thomas	2003	25230	9	7	50	1135	87	8	5	13
199	I-40	Wolf River & Sycamore View	2002	130190	10	8	55	7160	88	3	9	12
200	I-40	Sycamore View & Whitten	2002	101050	10	8	55	5558	84	4	12	16
201	I-40	Whitten & Germantown	2002	77420	8	6	55	3406	80	5	15	20
202	I-40	U.S. 64 & Canada	2003	45800	8	6	55	2015	66	6	28	34
203	I-40	Canada & New Airline	2003	38730	8	6	50	1549	61	6	33	39
248	I-40	Jackson & I-240 Midtown	2002	113130	9	7	55	5600	87	3	10	13
249	I-40	Chelsea & Jackson	2002	107200	9	7	55	5306	85	4	11	15
250	I-40	Danny Thomas & I-240 Midtown	2002	64900	10	8	55	3570	81	5	14	19
279	I-40	Third & Danny Thomas	2002	59290	9	7	55	2935	81	5	14	19
281	I-40	Riverside & Second	2002	49380	9	7	55	2444	77	6	17	23
282	I-40	Hernando DeSoto Bridge	2002	44430	9	7	55	2199	73	7	20	27
295	I-40	U.S. 64 & Germantown	2002	60360	8	6	55	2656	74	5	21	26
308	I-40	Summer & Covington Pike	2002	99470	10	8	55	5471	84	4	12	16
310	I-40	Covington Pike & Jackson	2002	91090	11	9	55	5511	82	4	14	18
312	I-40	Jackson & Warford	2002	93130	13	11	55	6659	82	4	14	18
316	I-40	Hollywood & Watkins	2002	93880	11	9	55	5680	82	5	13	18
318	I-40	Wolf River & Chelsea	2002	104480	9	7	55	5172	84	4	12	16
321	I-40	Warford & Hollywood	2002	96020	11	9	55	5809	83	4	13	17
609	I-40	Whitten & Appling	2002	89530	8	6	55	3939	83	4	13	17
182	I-55	Raines & Shelby	2002	66160	10	8	55	3639	88	3	9	12
196	I-55	Shelby & Holmes	2003	61080	9	7	70	3848	85	4	11	15
207	I-55	I-240 & Third	2002	90170	8	6	55	3967	83	3	14	17
209	I-55	Florida & Mallory	2002	68510	8	6	55	3014	77	4	19	23
210	I-55	Mallory & South Parkway	2002	66260	8	6	55	2915	76	4	20	24
211	I-55	E.H. Crump & McLemore	2002	62330	8	6	55	2743	74	4	22	26
289	I-55	Horn Lake & U.S. 61	2002	63280	8	6	55	2784	74	4	22	26
412	I-55	At Memphis-Arkansas Bridge	2002	43550	8	6	60	2090	68	5	27	32
611	I-55	McLemore & South Parkway	2002	63870	8	6	55	2810	75	4	21	25
218	Lamar	American Way & Knight Arnold	2003	38890	9	7	55	1925	75	6	19	25

Station MPO	Road MPO	Location MPO	Traffic Count Year	Average Annual Daily Traffic (AADT)	Percent Design Hourly Volume	Percent Peak Hour Traffic	Directional Distribution	Design Hourly Volume (DHV)	Percent Passenger Cars	Percent Single Unit Trucks	Percent Multi-unit Trucks	Total Percent Trucks
352	Lamar	Getwell & Winchester	2003	41540	9	7	55	2056	75	6	19	25
119	Shelby	Mendenhall & Hickory Hill	2003	30730	10	8	60	1844	90	4	6	10
128	Shelby	I-55 & Airways	2003	38210	9	7	60	2063	90	4	6	10
130	Shelby	U.S. 61 & Horn Lake	2003	11490	9	7	60	620	90	4	6	10
187	Shelby	U.S. 51 & Millbranch	2003	30920	10	8	55	1701	90	4	6	10
188	Shelby	Horn Lake & Tulane	2003	19010	9	7	55	941	90	4	6	10
237	Shelby	Getwell & U.S. 78	2003	32460	9	7	55	1607	90	4	6	10
331	Shelby	Crumpler & Ross	2003	24590	11	9	70	1893	90	4	6	10
524	Shelby	Swinnea & Tchulahoma	2003	41530	10	8	55	2284	90	4	6	10
910	SR-300	CBD	2003	1060	9	7	100	95	87	8	5	13
52	Stage	Memphis-Arlington & U.S. 70	2003	1930	10	8	65	125	87	3	10	13
107	Tenn. Hwy. 57	Coll.-Arl. & Fayette Co. Line	2003	3750	11	9	60	248	87	3	10	13
208	Third	I-55 & Mallory	2003	24730	10	8	60	1484	86	3	11	14
28	U.S. 51	Chase & Lucy	2003	22650	10	8	65	1472	90	3	7	10
62	U.S. 51	FA-101 & Wolf River	2003	12250	12	10	75	1103	90	5	5	10
165	U.S. 51	Overton Crossing & Watkins	2003	23750	10	8	65	1544	90	3	7	10
244	U.S. 51	Shelby Road and Navy	2003	30700	9	7	60	1658	90	3	7	10
320	U.S. 51	James & Whitney	2003	31740	9	7	65	1857	90	5	5	10
12	U.S. 51	West Union & Wilkinsville	2003	28690	11	9	55	1736	90	3	7	10
15	U.S. 51	Paul Barret & Navy	2003	28090	10	8	65	1826	90	3	7	10
511	U.S. 61	McLemore & Trigg	2003	15930	10	8	60	956	86	3	11	14
512	U.S. 61	Person & Mallory	2003	17790	10	8	60	1067	86	3	11	14
50	U.S. 64	U.S. 70 & Appling	2003	1930	10	8	60	116	87	3	10	13
110	U.S. 72	Bray Station & Byhalia	2003	2960	11	9	60	195	90	7	3	10
120	U.S. 78	Pleasant Hill & Holmes	2003	40360	9	7	55	1998	75	6	19	25
123	U.S. 78	Perkins & Shelby	2003	39600	9	7	60	2138	75	6	19	25
264	U.S. 78	Winchester & Perkins	2003	35700	8	6	55	1571	75	6	19	25

Source: TN Roadway Information Management System (TRIMS), TDOT 2002/2003

Appendix J

Methodology for Calculating Truck Volume Percentage for the Horizon Years and Truck Volumes for Memphis Area-DeSoto County

Methodology for Calculating Truck Volume Percentage for the Horizon Years

1. Truck volumes for 1998, 2010, 2020 from the “Freight Analysis Framework”, Office of Freight Operations, FHWA were used to calculate the percent truck trips of the total ADT on the roadway segments.
2. These percentages were used to interpolate for the LRTP horizon years 2006, 2016, and 2026.
3. The difference between 2010 and 1998 percentage was multiplied by 8/12 (since 2006 is the 8th of 12 years in the forecast) and the result was added to the 1998 percent to get 2006 percent truck trips of the total ADT.
4. The difference between 2020 and 2010 percentage was multiplied by 6/10 (since 2016 is the 6th of 10 years in the forecast) and the result was added to the 2010 percent to get 2016 percent truck trips of the total ADT.
5. The difference between 2020 and 2010 percentage was multiplied by 6/10 (since 2026 is the 6th of 10 years into the forecast horizon) and the result was added to the 2020 percent to get 2026 percent truck trips of the total ADT.
6. The Total ADT for the horizon years were calculated using the same methodology as described above.
7. These percentages will be used in conjunction with the calculated Total ADT to estimate the truck forecasts for the horizon years.

Appendix K

**Criteria for the Evaluation of Projects for
Tennessee Local Surface Transportation
Program Funds**
&
**Criteria for the Evaluation of Projects for
Mississippi Local Surface Transportation
Program Funds**
&
**Criteria for the Evaluation of Projects for
Congestion Management and Air Quality
Funds**

Criteria for the Evaluation of Projects for Tennessee Local Surface Transportation Program Funds

Issue	Points	Evaluation Criteria
Safety	20	The Safety criterion is intended to measure the potential improvements to public safety that the proposed project will provide. Essential items to consider include <i>accident frequency and severity</i> , <i>safety design</i> , and <i>other general safety problems</i> . Questions to ask about <i>accident frequency and severity</i> include: "Will this project relieve congestion on a parallel facility that is considered to have a high accident potential?" An example of an item to consider in <i>safety design</i> is whether or not a road will have a median. Some examples of general <i>safety problems</i> take into account line of sight and width of the road. <u>The greater the improvement in safety to that corridor, the higher the score for that project.</u> This element is expected to be turned over to the safety committee for analysis and to set a standard method for assigning these points.
Congestion	20	The Congestion criterion quantifies the predicted improvements in the <i>level of service</i> and <i>access</i> . Other factors that contribute to improvements to congestion include quality of life and the economic costs of congestion. Also congestion relief and improved traffic operations on a major parallel facility is considered. Rating the <i>level of service</i> should include the existing conditions on that road and the LRTP forecasted traffic on the existing network. <u>A high score should be given to projects that give the better congestion relief compared to current conditions.</u> Projects in the Congestion Management System Plan will be given particular attention for scoring in this category.
Air Quality	10	Air Quality evaluates the need to improved <i>air quality</i> in the region. In most cases, as <i>congestion</i> is decreased the <i>air quality</i> score will increase. <u>A score of 5 (five) is considered to be neutral to Air Quality. If the project will benefit the Air Quality a higher score should be assigned and if the project will increases the impact on Air Quality, a lower score should be assigned.</u> The Clean Air Committee will be asked to evaluate the air quality aspect of all projects and produce a standardized scoring procedure.
Land Use Impact	10	The Land Use Impact evaluation takes into consideration issues such as the promotion of higher quality of life in <i>neighborhoods</i> , <i>commercial areas</i> and <i>employment centers</i> . It also seeks to determine whether or not other <i>infrastructure</i> elements exist where the project is planned within the allotted construction time frame. Projects that serve existing development should score higher than

		those that may be considered premature for the development pattern. <u>Higher scores should be given to projects that will improve or enhance the current and planned land use in that corridor, as well as specific economic development projects.</u>
Socio-Economic	10	In the Socioeconomic evaluation, the impact that a project will have on the <i>type of neighborhood</i> and the <i>encouragement of multi-modes of transportation</i> are considered. <u>Higher scores should be given to projects that improve neighborhoods, by increasing mobility and promoting appropriate development. Higher scores are awarded if the projects encourage the use of multi-modal transportation.</u>
Network Continuity	10	The Network Continuity criterion considers the <i>need for overall system efficiency</i> for each evaluated project. <u>Higher scores should be given to projects that increase the efficiency for the overall transportation system.</u> For example, a higher score should be awarded to a project that widens a segment of road that already connects two previously widened segments, or one that alleviates significant congestion on a parallel roadway.
Previous Commitment	10	The Previous Commitment criterion score should be computed by considering the <i>out year commitment</i> and the <i>use of existing funds</i> to the project. <u>Projects that have current year funding should be assigned higher scores over projects that have funds committed years later. The highest scores are reserved for projects that have been approved by various governmental administrations to support specific projects.</u> The ETC has agreed that projects in approved CIP budgets should receive points based on their position within the budget.
Environmental	5	Environmental evaluates the impact of a project and the mitigation of impacts on the physical environment such as wetlands and cultural resources. Questions to ask concerning <i>environmental impacts</i> include, “Will the building of this road destroy any wetlands?” or “Will it negatively impact important community cultural sites?” <u>A score of 3 (three) is considered to be neutral to the environment. If the project will benefit the environment, a higher score should be assigned and if the project will damage the environment, a lower score should be assigned.</u>
Project Implementation	5	Issues to consider relating to Project Implementation include the <i>degree of difficulty</i> in physically building the project, <i>possible delays</i> in getting approval to build, and <i>costs</i> of a project. For example, if a bridge must be constructed or buildings need to be acquired and demolished, then all three issues will probably increase. <u>The higher score is given to projects that can be constructed with the least obstruction, cost and complication.</u>

Criteria for the Evaluation of Projects for Mississippi Local Surface Transportation Program Funds

Issue	Points	Evaluation Criteria
Safety	20	The Safety criterion is intended to measure the potential improvements to public safety that the proposed project will provide. Essential items to consider include <i>accident frequency and severity</i> , <i>safety design</i> , and <i>other general safety problems</i> . Questions to ask about <i>accident frequency and severity</i> include: “Will this project relieve congestion on a parallel facility that is considered to have a high accident potential?” An example of an item to consider in <i>safety design</i> is whether or not a road will have a median. Some examples of general <i>safety problems</i> take into account line of sight and width of the road. <u>The greater the improvement in safety to that corridor, the higher the score for that project.</u>
Congestion	20	The Congestion criterion quantifies the predicted improvements in the <i>level of service</i> and <i>access</i> . Other factors that contribute to improvements to congestion include quality of life and the economic costs of congestion. Also congestion relief and improved traffic operations on a major parallel facility is considered. Rating the <i>level of service</i> should include the existing conditions on that road and the LRTP forecasted traffic on the existing network. <u>A high score should be given to projects that give the better congestion relief compared to current conditions.</u> Projects in the Congestion Management System Plan will be given particular attention for scoring in this category.
Air Quality	5	Air Quality evaluates the need to improved <i>air quality</i> in the region. In most cases, as <i>congestion</i> is decreased the <i>air quality</i> score will increase. <u>A score of 5 (five) is considered to be neutral to Air Quality. If the project will benefit the Air Quality a higher score should be assigned and if the project will increase the impact on Air Quality, a lower score should be assigned.</u>
Socio-Economic	10	In the Socioeconomic evaluation, the impact that a project will have on the <i>type of neighborhood</i> and the <i>encouragement of multi-modes of transportation</i> are considered. <u>Higher scores should be given to projects that improve neighborhoods, by increasing mobility and promoting appropriate development. Higher scores are awarded if the projects encourage the use of multi-modal transportation.</u>
Network Continuity	10	The Network Continuity criterion considers the <i>need for overall system efficiency</i> for each evaluated project. <u>Higher scores should be given to projects that increase the efficiency for the overall</u>

		<u>transportation system</u> . For example, a higher score should be awarded to a project that widens a segment of road that already connects two previously widened segments, or one that alleviates significant congestion on a parallel roadway.
Previous Commitment	10	The Previous Commitment criterion score should be computed by considering the <i>out year commitment</i> and the <i>use of existing funds</i> to the project. <u>Projects that have current year funding should be assigned higher scores over projects that have funds committed years later. The highest scores are reserved for projects that have been approved by various governmental administrations to support specific projects.</u> The ETC has agreed that projects in approved CIP budgets should receive points based on their position within the budget.
Environmental	10	Environmental evaluates the impact of a project and the mitigation of impacts on the physical environment such as wetlands and cultural resources. Questions to ask concerning <i>environmental impacts</i> include, “Will the building of this road destroy any wetlands?” or “Will it negatively impact important community cultural sites?” <u>A score of 8 (eight) is considered to be neutral to the environment. If the project will benefit the environment, a higher score should be assigned and if the project will damage the environment, a lower score should be assigned.</u>

Criteria for the Evaluation of Projects for Congestion Management and Air Quality Funds

Criteria	Points	Standards
Quantifiable Reduction Of Air Pollutants Per Dollar Requested	0-30	<p><u>Knowledge of current emissions from activity or location to be impacted</u> – The more current knowledge available, the higher the potential score. Knowledge of current conditions allows the Committee to better evaluate program or project effectiveness, increasing the likelihood a project can be used in the State Implementation Plan (SIP) to demonstrate emission reductions. It also allows better understanding of the need for a project that is proposed.</p> <p><u>Method of quantifying reductions</u> - More points should be awarded projects with well-defined and defensible methods for quantifying reductions as this can increase their SIP impact.</p> <p><u>Are multiple or all pollutants reduced?</u> - The combined impact of a program or project needs to be evaluated and those that have positive impacts on emission levels of multiply pollutants of concern should be given a higher score.</p> <p><u>Does measure provide efficient use of CMAQ funds on a dollar per ton reduced?</u> – Due to limited funds and the need to maximize project return, some evaluation of the cost per ton of emissions reduced is a useful measure to prioritize projects. This idea is still not fully developed as the complexity of “valuing” a ton of carbon monoxide (CO) reduction versus a ton of nitrogen oxide reduction is not possible with our existing knowledge of the problems to be addressed in the local air pollution picture. Our dual status as maintenance area for CO and Ozone also complicates this aspect of the prioritization process. This element does, however, allow the Committee to look at the relative costs of program proposed in this selection process.</p>

Scope	0-15	<p><u>Does Project have area-wide or local (Hotspot) impact?</u> – The Committee finds that projects with the potential to address air pollution on a regional level should receive preference over those that only addressed a smaller area. The exception would be a smaller area with a “Hotspot” for carbon monoxide, which indicated a potential air pollution value above the National Ambient Air Quality Standard (NAAQS) for CO. This element can also be used to give higher rankings for projects that address both pollution and congestion in one of the identified corridors of congestion in the Congestion Management Plan.</p> <p><u>Does it enhance or augment CMAQ projects in surrounding areas?</u> - In its evaluation of a project, the MPO should prioritize projects that augment projects in surrounding jurisdictions. Such augmentation allows for effective public outreach and better coordination in the regional management of air pollution. It also can enhance the effectiveness of existing control programs or projects. This will become an increasingly important element if additional areas within the planning area are designated non-attainment.</p>
Mandated Project	0- 10	<p><u>Is the project contained in an approved State Implementation Plan or Early Action Compact?</u> – Preference should be given for measures mandated by the SIP. A Transportation Control Measure contained in an approved SIP or Early Action Compact may be mandated to have priority over other CMAQ projects. No preference exists to multiple SIP included projects or for projects already meeting their SIP required reductions.</p> <p><u>Does the Project enhance or augment a federally mandated transportation emissions reduction effort?</u> – Where a local project could tie into or enhance a federally mandated control measure, some preference should be given. This could be in the area of cleaner fuels, or transit fleet alternative fuel conversion to name a few</p>

		<p>potentials. The MPO is determined to support such programs at the local level by allowing more points for a local program that would further the use or scope of such a federally mandated requirement.</p> <p><u>Is the project one of the transportation control measures (TCM) recommended for evaluation and which has been found to be appropriate for the local transportation system?</u> – The Congestion Management Plan evaluated recommended TCM's contained in the Clean Air Act for potential benefit in our local planning area. The MPO finds that in order to implement the plan's programs and federal guidance, a TCM measure found appropriate in the plan should receive a higher point total in this category.</p> <p><u>Does project have outside financial support or partnership to increase reduction per public dollar expended?</u> – In an effort to leverage public funding and encourage broad community involvement in these programs, projects that received funding or significant support from non-federal agencies should receive additional points for their potential promotion.</p>
Duration/Timing Of Reductions	0-15	<p><u>Are reductions permanent or seasonal and if seasonal, do they occur when needed?</u> – The ability to credit reduction in the SIP depends, to some extent, on their timing and enforceability. This part of the element was intended to address both the timing of the reductions from a project as well as their permanence. A higher ranking is given to projects that produced appropriate pollutant reductions during the period most likely to need them and permanent reductions are favored over seasonal or temporary reduction efforts.</p> <p><u>When will the reductions be credited against transportation emissions budget in SIP?</u> – Not all projects would produce emission reductions in time to be of benefit to attainment deadlines, Early Action Compact and SIP reasonable</p>

		<p>further progress needs. The often lengthy approval and construction time for major projects could result in obtaining pollution reductions only after certain attainment dates are set. Under this element, priority was given to projects that produced reductions sooner in the planning cycle.</p>
Congestion Reduction	0-30	<p><u>Will project serve an area identified in Congestion Management plan as a high priority congestion corridor or location?</u> One of the seven required planning components is congestion management. CMAQ is more than just air quality (AQ) improvements. Projects that have significant congestion relief outcomes and goals are therefore appropriately evaluated for funding prioritization. Projects that fulfill goals in the congestion management plan receive higher rankings in this element than those outside the scope of the plan or relate only to air quality issues.</p> <p><u>What is the level of congestion reduction achieved by the project?</u> –Much in the same way the initial criteria looked at the tons of reduction, this element hopes to better quantify the congestion reduction achievable by a project or program. It reinforces some of the air quality goals as is appropriate, but allows projects which are more localized to also be recognized for their unique problems.</p> <p><u>Does the project provide trip reduction improvement or only improved function of the congested area?</u> – This element looks at the potential for the project to solve the congestion throughout the network by reducing trips rather than by simply speeding the trips along a particular corridor or in a particular intersection.</p>

Appendix K

CMS Methodology & Highway Capacity

Technical Appendix

Methodology

The CMS Plan states that the Congested Network is to be determined using information from the Travel Demand Model and other supplemental information as determined by the Engineering and Technical Committee (ETC) of the Memphis MPO. The methodology contained in this appendix describes the procedures used by the ETC to identify the congested roadways using supplemental information. The ETC decided to utilize supplemental information that is readily available from TDOT, MDOT and local agencies. This data includes travel time runs, traffic count data and roadway characteristics. The majority of travel time run data was obtained from the “Traffic Signal Improvements and Air Quality Analysis”, and “CMAQ Air Quality Analysis” reports prepared for the City of Memphis. Additional travel time data was obtained from a variety of studies that were conducted for other local government agencies, including Shelby County and the MPO. The traffic count data and roadway characteristics were obtained from the Tennessee Department of Transportation TRIMS database.

Procedures from the 2000 Highway Capacity Manual (HCM) were used to determine the level of service for the subject roadways. The HCM criteria for determining level of service (LOS) varies by roadway facility type. As is shown in the detailed methodology that follows, LOS for some facility types is determined based on factors such as percent trucks, number of lanes, service flow rates, and AADT. Other facility types require a link travel time to be determined either by calculation or by conducting actual travel time runs.

Where travel time runs were appropriate and available, the link travel speeds were used to determine the level of service based on criteria from the Highway Capacity Manual. When this data was absent, the link travel times and LOS were calculated based on HCM methodologies. The following pages show the basic assumptions used and the detailed methodology for determination of level of service for the various roadway functional classifications based on the Highway Capacity Manual.

Evaluation of Short Term Strategies

Methodology

Each roadway segment identified in the Congested Network was evaluated using the short term strategies listed in the CMS. A total of seven strategies were evaluated to determine their potential impact on the transportation system. Table __ shows the applicable strategies for each route identified on the Congested Network. The first six strategies include: 1) Carpooling, Vanpooling, and Alternative Work Hours, 2) Intersection and roadway widening, channelization, traffic surveillance and control systems, traffic control centers, computerized signal systems, 3) HOV lanes, guaranteed ride home programs 4) Park and ride and mode change facilities, 5) Transit service enhancement or expansion, and 6) Incident Management. If, after these first six strategies were applied to the roadway segments, the LOS did not improve to D or better, then, as a last resort, general purpose lanes were added.

For each roadway segment, carpooling and vanpooling were assumed to result in a 2% reduction of single occupancy vehicle use. This percentage was applied to the existing volume on the roadway segment and listed in Table __.

Signal systems were shown to result in an 18% increase in travel speeds (up to the posted speed limit). This increase in speed was applied to travel time data for the selected roadway segments and noted in the table. For roadways without travel time runs, the Highway Capacity Software was used to determine the increase in speed using the difference in speed between arrival type 3 (random arrival type) and type 4 (some platooned vehicles).

HOV lanes were shown to reduce single occupancy vehicle use by 11%. This reduction was applied to the existing volume on the roadway segments and listed in the table.

Park and Ride facilities were assumed to contribute a 1.2% reduction in existing traffic volume. This reduction was applied to the existing volume on the roadway segments and listed in the table.

Similar to carpooling and vanpooling measures, enhanced transit services were predicted to reduce existing traffic volume by 2%. This percentage was applied to the existing traffic volume on the roadway segments and listed in the table.

Incident management is an effective tool in congestion management. However, there is not enough data to document the daily benefits of this strategy.

After applying each of the first six strategies to the roadway segments listed in the Congested Network, the LOS was determined based on the decrease in traffic volume and/or the increase in travel speed. There were roadway segments remaining that did not have an acceptable LOS. These remaining roadway segments were then analyzed by adding general purpose lanes and the results are shown in Table __.

Basic Freeway Segments**Functional Classifications -** Rural Interstate (01)

Urban Interstate (11)

Urban Freeway or Expressway (12)

Capacity (C) = $PCE_{CAP} * N * f_{HV} * f_p * PHF$, Equation 30-1, HCM2000

where:

Maximum Service Flowrate (PCE) = see table below

Number of Lanes (N) = varies

Assumed Terrain - Level

Percent Trucks = 10% All heavy vehicles are assumed to be trucks

Heavy Vehicle Adj Factor (f_{HV}) = 0.952

Peak Hour Factor (PHF) = 0.9

Driver Population Factor (f_p) = 1.0

Freeway Maximum Service Flowrates (PCE)

Speed (mph)	PCE_{CAP} (pc/hr/ln)	V/C Ratio	
		LOS D	LOS E
55	2,250	0.85	1.00
60	2,300	0.88	1.00
65	2,350	0.89	1.00
70	2,400	0.90	1.00
75	2,400	0.90	1.00

* Exhibit 30-2, Page 30-5, Highway Capacity Manual, Special Report 209, 2000

Volume (V) = AADT * K * D

K Factor

Urban Freeways 0.085

Suburban Freeways 0.125

Rural Freeways 0.175

* Page 3-24, Highway Capacity Manual, Special Report 209, 1985

Directional Distribution (D)

Urban Circumferential Freeways 0.50

Urban Radial Freeways 0.55

Rural Freeways 0.60

* Page 3-24, Highway Capacity Manual, Special Report 209, 1985

Functional Classification assumptions related to K factor and directional distribution.

Rural Interstates (1) are rural freeways for the above factors

Urban Interstates (11) are urban freeways for k factor and urban circumferential freeways for directional distribution factors

Urban Freeways or Expressways (12) are suburban freeways for k factor and urban radial freeways for direction distribution factors

V/C Ratio = V/C

Example Calculations:

Route Name	Location	Functional Class	Functional Classification	AADT	Lanes	Speed Limit (mph)	Capacity (veh/hr)	Volume	V/C	LOS*
INTERSTATE-40	Canada & New Airline	1	Rural Interstate	38,730	6	70	6,171	4,067	0.66	D+
INTERSTATE-240	Lamar & Airways	11	Urban Interstate	161,960	6	65	6,043	6,883	1.14	F
BILL MORRIS PKWY.	Hickory Hill & Kirby	12	Urban Freeway or Expressway	104,980	6	55	5,786	7,217	1.25	F

* D+ Indicates that the Level of Service is "D" or Better

Arterial Roadways

Functional Classifications - Urban Other Principal Arterial (14)
Urban Minor Arterial (16)

The following calculations are for arterial roadways with traffic signals located less than two miles apart.

$$\text{Capacity (S)} = S_0 * N * f_W * f_{HV} * f_g * f_p * f_{bb} * f_a * f_{LU} * f_{LT} * f_{RT} * f_{Lpb} * f_{Rpb} * \text{PHF} * g/C, \quad (\text{Equation 30-3, HCM2000})$$

where:

Base saturation flow rate per lane (S_0) =	1,900	pc/hr/ln, Exhibit 10-12, page 10-17
Number of Lanes (N) =	varies	
Adjustment factor for lane width (f_W) =	1.0	Exhibit 10-12, 12 ft. lane widths
Adjustment factor for heavy vehicles (f_{HV}) =	0.990	Exhibit 10-12, 2% heavy vehicles
Adjustment factor for approach grade (f_g) =	1.0	Exhibit 10-12, assume level terrain, 0% grade
Adjustment factor for parking (f_p) =	1.0	Exhibit 16-7, Assume no parking on arterial roadways
Adjustment factor for buses (f_{bb}) =	0.996	Exhibit 12-21, 30 min. avg. bus headway, 2 buses per hour
Adjustment factor for area type (f_a) =	1.0	Exhibit 16-7, assume other area type
Adjustment factor for lane utilization (f_{LU}) =	0.952	Exhibit 10-23, assume 2-lanes in through lane group
Adjustment factor for left turns (f_{LT}) =	0.95	Exhibit 16-7, assume protected phasing and exclusive lane
Adjustment factor for right turns (f_{RT}) =	0.985	Exhibit 16-7, assume shared lane and 10% right turns
Pedestrian adj. factor for left turns (f_{Lpb}) =	1.0	Assume ped opposing queue clear time is greater than ped green
Pedestrian adj. factor for right turns (f_{Rpb}) =	1.0	Assume ped opposing queue clear time is greater than ped green
Peak hour factor (PHF) =	0.92	Exhibit 10-12, page 10-17
Cycle length (C) =	100	seconds (assumed)
Effective green time (g) =	50	seconds (assumed)

$$\text{Volume (V)} = \text{AADT} * K * D$$

K Factor

Urban	0.095
Suburban	0.125

* Page 7-19, Highway Capacity Manual, Special Report 209, 1985

Directional Distribution

Suburban	0.60
Urban Radial	0.55

* Page 7-19, Highway Capacity Manual, Special Report 209, 1985

$$\text{V/C Ratio (X)} = V / S$$

where:

V = Volume as calculated above
S = Capacity as calculated above

Delay Calculations:

$$\text{Intersection delay (d)} = d_1(\text{PF}) + d_2 + d_3$$

$$d_1 = 0.5(C)[1-(g/C)]^2/[1-(\min(1,X)*(g/C))] \text{, Equation 15-1, page 15-4, HCM2000}$$

$$d_2 = 900(T)[(X-1)+\sqrt{(X-1)^2 + (8kIX/cT)}] \text{, Equation 15-3, page 15-4, HCM2000}$$

where:

Duration of the analysis period (T) =	0.25
Incremental delay adjustment factors (kl) =	0.5

d3 = initial queue delay (assume 0 seconds)

$$\text{PF} = (1-P)f_{PA} / (1-g/C) \text{, Equation 15-5, page 15-6, HCM2000}$$

where:

Proportion of all vehicles arriving during green (P) =	0.5	(assumes random arrival type)
Adjustment factor for platoon arrival during the green (f_{PA}) =	1.0	Exhibit 15-5, page 15-7, HCM2000

Example Calculation:

Route Name	Location	Functional Class	Functional Classification	Urban (1) or Suburban (2)	AADT	Lanes	Speed Limit (mph)	Capacity (veh/hr)	Volume	V/C (X)	Intersection Delay (seconds)
N. HOLLYWOOD ST.	Wolf River & I-40	16	Urban Minor Arterial	1	19,550	4	40	1,536	1,021	0.67	21.02
JACKSON AV.	McLean & Trezevant	14	Urban Other Principal Arterial	1	20,780	4	40	1,536	1,086	0.71	22.11

* D+ Indicates that the Level of Service is "D" or Better

Jackson Avenue -

Link distance =	1.0	mile
Travel time (@ 40 mph) =	90.0	seconds - Represents the travel time without signal delay
Signals per mile =	2.0	
Total travel time =	134.2	Seconds - (Travel Time + Number of Signals * Average Signal Delay)
Travel Speed =	26.8	mph - (Link Distance / Total Travel Time)
Level of Service =	D+	see Exhibit 15-2

Exhibit 15-2 - Urban Street Level of Service by Class

Urban Street Class	I	II	III	IV
Range of FFS*	55 to 45 mph	45 to 35 mph	35 to 30 mph	30 to 25 mph
Typical FFS	50 mph	40 mph	35 mph	30 mph
LOS	Average Travel Speed (mph)			
D+ **	>21	>17	>14	>9
E	>16-21	>13-17	>10-14	>7-9
F	<16	<13	<10	<7

* FFS - Free-flow Speed

** D+ means level of service D or better

Rural Roadway System

The following calculations are for two-lane roadways with signals (if any) more than 2 miles apart.

- Functional Classifications - Rural Other Principal Arterial (02), for 2-lane roadways
- Rural Minor Arterial (06), for 2-lane roadways
- Rural Major Collector (07), for 2-lane roadways
- Rural Minor Collector (08)
- Rural Local (09)

Capacity (C) = $Q * f_{HV} * PHF$, Eqn. 30-2, HCM2000

where:

Percent Trucks =	14%	Exhibit 12-14, page 12-19
Percent RV's =	4%	Exhibit 12-14, page 12-19
Heavy Vehicle Adj Factor (f_{HV}) =	0.928	Equation 20-4, page 20-8
Maximum Service Flowrate (Q) =	1,700	pc/hr/ln, Page 30-5
Peak Hour Factor =	0.88	Exhibit 12-9, Page 12-17
Percent No-Passing Zones =	20%	Exhibit 12-11, Page 12-18

Volume (V) = AADT * K * D

where:

K Factor =	0.10	
Directional Distribution (D) =	0.60	Exhibit 12-13, Page 12-18

V/C Ratio = V/C

Two-lane Rural Highway LOS Threshold

V/C Ratio	
LOS D	LOS E
0.57	1.00

* From Page 12-16, Capacity at "E" is 1.0, MSF at "D" is 1,830 pc/hr

Example Calculation:

Route Name	Location	Functional Class	Functional Classificaton	AADT	Lanes	Speed Limit (mph)	Capacity (veh/hr)	Volume	V/C	LOS
AUSTIN PEAY HWY.	Pleasant Ridge & Loosahatchie	6	Rural Minor Arterial	12,700	2	55	1,388	762	0.55	D+
MILLINGTON-ARLINGTON RD.	Armour & Donnell	7	Rural Major Collector	17,720	2	45	1,388	1,063	0.77	E
U.S. 61	At the TN/MS State Line	2	Rural Principal Arterial	28,000	2	50	1,388	1,680	1.21	F

* D+ Indicates that the Level of Service is "D" or Better

The following calculations are for rural multi-lane roadways with signals (if any) more than 2 miles apart.

- Rural Other Principal Arterial (02), for greater than 2-lane roadways
- Rural Minor Arterial (06), for greater than 2-lane roadways
- Rural Major Collector (07), for greater than 2-lane roadways

$$\text{Capacity (C)} = \text{PCE}_{\text{CAP}} * N * f_{\text{HV}} * f_p * \text{PHF}$$

where:

Maximum Service Flowrate (PCE_{CAP}) = see table below

Number of Lanes (N) =	varies
Assumed Terrain =	Level
Percent Trucks =	10% All heavy vehicles are assumed to be trucks
Heavy Vehicle Adj Factor (f_{HV}) =	0.952 Equation 20-4, page 20-8
Peak Hour Factor (PHF) =	0.9
Driver Population Factor (f_p) =	1.0

Rural Multilane Hwy Maximum Service Flowrates (PCE)

Speed (mph)	Max SFR (pc/hr/ln)	V/C Ratio	
		LOS D	LOS E
45	1,900	0.82	1.00
50	2,000	0.85	1.00
55	2,100	0.87	1.00
60	2,200	0.90	1.00

* Exhibit 30-3, Page 30-5, Highway Capacity Manual, Special Report 209, 2000

$$\text{Volume (V)} = \text{AADT} * K * D$$

K Factor

Urban	0.095
Suburban	0.125
Rural	0.175

* Page 7-19, Highway Capacity Manual, Special Report 209, 1985

Directional Distribution (D)

Rural	0.65
Suburban	0.60
Urban Radial	0.55
Urban Circumferential	0.50

* Page 7-19, Highway Capacity Manual, Special Report 209, 1985

$$\text{V/C Ratio} = \text{V/C}$$

Example Calculation:

Route Name	Location	Functional Class	Functional Classification	AADT	Lanes	Speed Limit (mph)	Capacity (veh/hr)	Volume	V/C	LOS
US 78	Craft and Goodman	2	Rural Principal Arterial	34,000	4	55	3,600	3,868	1.07	F
HWY 51	West Union and Wilkinsville	2	Rural Principal Arterial	28,690	4	55	3,600	3,263	0.91	E
SGT. WALTER K. SINGLETON	Loosahatchie and Old Brownsvi	6	Rural Minor Arterial	17,060	4	55	3,600	1,941	0.54	D+

* D+ Indicates that the Level of Service is "D" or Better

Urban Collector and Local Roadways

The following calculations are for two-lane roadways with signals (if any) more than 2 miles apart

Functional Classifications - Urban Collector (17), for 2-lane roadways
Urban Local (19), for 2-lane roadways

Capacity (C) = $Q * f_{hv} * PHF$, Equation 30-2, HCM2000

where:

Percent Trucks = 2% Exhibit 12-14, page 12-19

Percent RV's = 0% Exhibit 12-14, page 12-19

Heavy Vehicle Adj Factor (f_{hv}) = 0.990 Equation 20-4, page 20-8

Maximum Service Flowrate (Q) = 1,700 pc/hr/ln, Page 30-5

Peak Hour Factor (PHF) = 0.92 Exhibit 12-9, Page 12-17

Percent No-Passing Zones = 50% Exhibit 12-11, Page 12-18

Volume (V) = AADT * K * D

where:

K Factor 0.10

Directional Distribution (D) = 0.60 Exhibit 12-13, Page 12-18

V/C Ratio = V/C

Two-lane Urban Roadway LOS Threshold

V/C Ratio	
LOS D	LOS E
0.57	1.00

* From Page 12-16, Capacity at "E" is 1.0, MSF at "D" is 1,830 pc/hr

Example Calculation:

Route Name	Location	Functional Class	Functional Classificaton	AADT	Lanes	Speed Limit (mph)	Capacity (veh/hr)	Volume	V/C	LOS
SWEETBRIAR RD	Briarcrest Ave and Shady Grove	17	Urban Collector	5,450	2	-	1,549	327	0.21	D+
SHADY GROVE RD	Oak Grove and Yates	17	Urban Collector	6,290	2	-	1,549	377	0.24	D+
TULANE RD	Holmes and Shelby	19	Urban Local	4,450	2	-	1,549	267	0.17	D+

* D+ Indicates that the Level of Service is "D" or Better

The following calculations are for urban multi-lane roadways with signals (if any) more than 2 miles apart

Functional Classification - Urban Collector (17), for multi-lane roadways
Urban Local (19), for multi-lane roadways

$$\text{Capacity (C)} = \text{PCE}_{\text{CAP}} * N * f_{\text{HV}} * f_p * \text{PHF}$$

where:

Max. Service Flowrate (PCE_{CAP}) = see table below

Number of Lanes (N) =	varies
Assumed Terrain =	Level
Percent Trucks =	10% All heavy vehicles are assumed to be trucks
Heavy Vehicle Adj Factor (f_{HV}) =	0.952
Peak Hour Factor (PHF) =	0.9
Driver Population Factor (f_p) =	1.0

$$\text{Volume (V)} = \text{AADT} * K * D$$

K Factor

Urban	0.095
Suburban	0.125
Rural	0.175

* Page 7-19, Highway Capacity Manual, Special Report 209, 1985

Directional Distribution

Rural	0.65
Suburban	0.60
Urban Radial	0.55
Urban Circumferential	0.50

* Page 7-19, Highway Capacity Manual, Special Report 209, 1985

$$\text{V/C Ratio} = \text{V/C}$$

Multilane Roadway Maximum Service Flowrates (PCE)

Speed (mph)	Max SFR (pc/hr/ln)	V/C Ratio	
		LOS D	LOS E
40	1,800	0.85	1.00
45	1,900	0.85	1.00
50	2,000	0.85	1.00
55	2,100	0.87	1.00
60	2,200	0.90	1.00

Example Calculation:

Route Name	Location	Functional Class	Functional Classification	AADT	Lanes	Speed Limit (mph)	Capacity (veh/hr)	Volume	V/C	LOS
DEXTER ROAD	Germantown Rd & Dexter Ln	17	Urban Collector	14,360	4	40	3,086	750	0.24	D+
OVERTON CROSSING	St. Elmo & Frayser	17	Urban Collector	8,910	4	40	3,086	466	0.15	D+

* D+ Indicates that the Level of Service is "D" or Better

blm	elm	Route Name	Location	Functional Class	Functional Classification	AADT	Count Station	Lanes	Speed Limit	Capacity	Volume	V/C Ratio	Level of Service
		I-55	Pleasant Hill & Goodman	1	Rural Interstate	46,000	260	4	70	4,114	4,830	1.17	F
0	8.15	INTERSTATE-40		1	Rural Interstate	35,760	81	4	70	4,114	3,755	0.91	E
8.39	8.58	INTERSTATE-40		1	Rural Interstate	33,940	74	4	70	4,114	3,564	0.87	D+
15.15	15.43	INTERSTATE-40		1	Rural Interstate	31,500	63	4	70	4,114	3,308	0.80	D+
25.05	28.6	INTERSTATE-40	Canada & New Airline	1	Rural Interstate	38,730	203	6	70	6,171	4,067	0.66	D+
28.8	29.02	INTERSTATE-40	Macon & Monterey	1	Rural Interstate	35,760	81	6	70	6,171	3,755	0.61	D+
0	1.37	ALEXANDER DR.		9	Rural Local	60		2		1,388	4	0.00	D+
1.77	3.72	ARMOUR DR.		9	Rural Local	290		2		1,388	17	0.01	D+
0	2.64	ASBURY DR.		9	Rural Local	300		2		1,388	18	0.01	D+
1.33	1.34	BAILEY MORRISON DR.		9	Rural Local	40		2		1,388	2	0.00	D+
0	1.39	BATEMAN RD.		9	Rural Local	260		2		1,388	16	0.01	D+
0	2.1	BEASLEY DR.		9	Rural Local	20		2		1,388	1	0.00	D+
2.41	3.17	BEAVER CR. DR.		9	Rural Local	450		2		1,388	27	0.02	D+
2.82	4.25	BELL GROVE RD.		9	Rural Local	400		2		1,388	24	0.02	D+
0	1.12	BELLE MEADE RD.		9	Rural Local	90		2		1,388	5	0.00	D+
0	1.45	BERNARD RD.		9	Rural Local	180		2		1,388	11	0.01	D+
		Bethel	Miss. Hwy. 305 & Old U.S. 78	9	Rural Local	2,100	1320	2		1,388	126	0.09	D+
0	0.36	BETHLEHEM RD.		9	Rural Local	10		2		1,388	1	0.00	D+
0	0.74	BISHOP DR.		9	Rural Local	10		1		1,388	1	0.00	D+
0	1.45	BLALOCK DR.		9	Rural Local	50		2		1,388	3	0.00	D+
1.45	1.99	BLALOCK DR.		9	Rural Local	30		2		1,388	2	0.00	D+
0	2.77	BOOTHE RD.		9	Rural Local	40		2		1,388	2	0.00	D+
0	0.83	BRAPEN CENTER POINT RD.		9	Rural Local	170		2		1,388	10	0.01	D+
0	1.55	BUFORD ELLINGTON RD.		9	Rural Local	280		2		1,388	17	0.01	D+
0	1.04	BUFORD ELLINGTON RD.		9	Rural Local	240		2		1,388	14	0.01	D+
0	1.62	BURNETT RD.		9	Rural Local	10		2		1,388	1	0.00	D+
0	1.11	BURROWTOWN RD.		9	Rural Local	450		2		1,388	27	0.02	D+
0	0.08	CALDWELL DR.		9	Rural Local	40		1		1,388	2	0.00	D+
2.57	2.73	CENTER-POINT BLVD.		9	Rural Local	410		2		1,388	25	0.02	D+
0	0.6	CHAPEL RD.		9	Rural Local	170		2		1,388	10	0.01	D+
		Church	U.S. 61 & Miss. Hwy. 301	9	Rural Local	550	1170	2		1,388	33	0.02	D+
0	2.35	CLAY POND DR.		9	Rural Local	310		2		1,388	19	0.01	D+
0	0.08	CLAY ST.		9	Rural Local	240		2		1,388	14	0.01	D+
0	0.79	COUNTRY CLUB RD.		9	Rural Local	220		2		1,388	13	0.01	D+
0	5.5	COWAN DR.		9	Rural Local	20		2		1,388	1	0.00	D+
0	1.33	DINK DR.		9	Rural Local	40		1		1,388	2	0.00	D+
0	2.47	DOWDY RD.		9	Rural Local	30		2		1,388	2	0.00	D+
0	1.5	DUSCOE RD.		9	Rural Local	150		2		1,388	9	0.01	D+
0	1.47	EASTSIDE DR.		9	Rural Local	30		2		1,388	2	0.00	D+
0	1.03	FEATHERS CHAPEL RD.		9	Rural Local	400		2		1,388	24	0.02	D+
0	1.62	FERTILE VALLEY RD.		9	Rural Local	10		2		1,388	1	0.00	D+
1.62	1.81	FERTILE VALLEY RD.		9	Rural Local	10		1		1,388	1	0.00	D+
0	1.41	FIELDS DR.		9	Rural Local	90		1		1,388	5	0.00	D+
0	0.74	FINNIE DR.		9	Rural Local	200		2		1,388	12	0.01	D+
0	0.57	FISHERVILLE LAKE RD.		9	Rural Local	90		2		1,388	5	0.00	D+
0	1.31	FLETCHER DR.		9	Rural Local	80		1		1,388	5	0.00	D+
1.31	1.36	FLETCHER DR.		9	Rural Local	80		2		1,388	5	0.00	D+

blm	elm	Route Name	Location	Functional Class	Functional Classification	AADT	Count Station	Lanes	Speed Limit	Capacity	Volume	V/C Ratio	Level of Service
0	0.24	FOWLER DR.		9	Rural Local	30		1		1,388	2	0.00	D+
0	0.55	GALLAAY-CENTER POINT DR.		9	Rural Local	410		2		1,388	25	0.02	D+
0	3.01	GARNETT DR.		9	Rural Local	60		2		1,388	4	0.00	D+
3.41	5.51	GOOD SPRINGS LOOP		9	Rural Local	130		2		1,388	8	0.01	D+
	Goodman	Old U.S. 78 & Bethel		9	Rural Local	6,200	530	2		1,388	372	0.27	D+
0	2.85	HARRELL DR.		9	Rural Local	420		2	20	1,388	25	0.02	D+
0	0.15	HAYES RD.		9	Rural Local	230		1		1,388	14	0.01	D+
0.15	0.49	HAYES RD.		9	Rural Local	230		2		1,388	14	0.01	D+
0	1.49	HERRON DR.		9	Rural Local	40		1		1,388	2	0.00	D+
0	0.68	HEWLETT DR.		9	Rural Local	60		2		1,388	4	0.00	D+
0.68	1.65	HEWLETT DR.		9	Rural Local	60		1		1,388	4	0.00	D+
4.25	6.69	IVE DR.		9	Rural Local	400		2		1,388	24	0.02	D+
0	1.4	JENKINS DR.		9	Rural Local	240		2		1,388	14	0.01	D+
0	3.86	JOHNSON DR.		9	Rural Local	180		2		1,388	11	0.01	D+
4.3	5.8	JOHNSON DR.		9	Rural Local	180		1		1,388	11	0.01	D+
0	3.51	KNOX RD.		9	Rural Local	140		2		1,388	8	0.01	D+
0	0.2	LACONIA RD.		9	Rural Local	330		2		1,388	20	0.01	D+
0	1.05	LACONIA RD.		9	Rural Local	340		2		1,388	20	0.01	D+
3.72	4.8	LACONIA RD.		9	Rural Local	290		2		1,388	17	0.01	D+
0	2.55	LAMBERT DR.		9	Rural Local	120		1		1,388	7	0.01	D+
4.03	11.06	LAMBERT DR.		9	Rural Local	120		2		1,388	7	0.01	D+
0	0.68	LEATHERWOOD RD.		9	Rural Local	10		2		1,388	1	0.00	D+
0	2.87	LITTLEJOHN RD	#N/A	9	Rural Local	20		2		1,388	1	0.00	D+
0	2.1	LONGTOWN RD.		9	Rural Local	80		2		1,388	5	0.00	D+
0	0.46	MACON CEM. RD.		9	Rural Local	120		2		1,388	7	0.01	D+
1.11	1.44	MC FADDEN DR.		9	Rural Local	240		2		1,388	14	0.01	D+
0	4.67	MEBANE RD.		9	Rural Local	90		2		1,388	5	0.00	D+
0	2.08	MT MORIAH DR.		9	Rural Local	110		2		1,388	7	0.00	D+
0.74	0.91	MT. PLEASANT RD.	#N/A	9	Rural Local	2,700		2		1,388	162	0.12	D+
0	2.63	MURRELL RD.		9	Rural Local	80		2		1,388	5	0.00	D+
0.41	1.11	MURRELL ST.		9	Rural Local	240		2		1,388	14	0.01	D+
	Nesbit	Tulane & Swynn		9	Rural Local	730	848	2		1,388	44	0.03	D+
	Nesbit	Swynn & U.S. 51		9	Rural Local	3,000	850	2		1,388	180	0.13	D+
0	2.42	NEWCASTLE DR.		9	Rural Local	50		1		1,388	3	0.00	D+
0	2.14	OAK GROVE DR.		9	Rural Local	270		2		1,388	16	0.01	D+
0	0.64	OLD FIFTY NINE DR.		9	Rural Local	150		2		1,388	9	0.01	D+
0	0.75	OLD JACKSON RD.		9	Rural Local	170		2		1,388	10	0.01	D+
2.87	3.17	OLD MILLINGTON RD	#N/A	9	Rural Local	20		2		1,388	1	0.00	D+
0	1.67	OLD SALMON MILL RD.		9	Rural Local	40		2		1,388	2	0.00	D+
0	1.37	OLD STATE LINE DR.		9	Rural Local	60		2		1,388	4	0.00	D+
0	1.94	PERRY RD.		9	Rural Local	70		2		1,388	4	0.00	D+
0	0.53	PITTMAN RD.		9	Rural Local	110		2		1,388	7	0.00	D+
	Pleasant Hill	Nail & Latham		9	Rural Local	6,600	1020	2		1,388	396	0.29	D+
	Pleasant Hill	State Line Rd. & Goodman		9	Rural Local	3,900	1040	2		1,388	234	0.17	D+
0	0.86	POOLE DR.		9	Rural Local	50		1		1,388	3	0.00	D+
0.86	2.2	POOLE DR.		9	Rural Local	120		1		1,388	7	0.01	D+
2.2	3.36	POOLE DR.		9	Rural Local	120		2		1,388	7	0.01	D+

blm	elm	Route Name	Location	Functional Class	Functional Classification	AADT	Count Station	Lanes	Speed Limit	Capacity	Volume	V/C Ratio	Level of Service
0	2.68	PORTER RD.		9	Rural Local	80		2		1,388	5	0.00	D+
0	1.77	REHOBOTH RD.		9	Rural Local	290		2		1,388	17	0.01	D+
0	1.56	ROGERS DR.		9	Rural Local	90		2		1,388	5	0.00	D+
0	0.92	RUSSELL RD.		9	Rural Local	90		2		1,388	5	0.00	D+
0	1.56	SARDIS DR.		9	Rural Local	280		2		1,388	17	0.01	D+
0	1.14	SHINAULT RD.		9	Rural Local	20		1		1,388	1	0.00	D+
0	1.99	SINAI DR.		9	Rural Local	280		2		1,388	17	0.01	D+
0	0.65	SMITH RD.		9	Rural Local	90		1		1,388	5	0.00	D+
0.65	1.35	SMITH RD.		9	Rural Local	90		2		1,388	5	0.00	D+
0	1.01	SPARKMAN DR.		9	Rural Local	40		2		1,388	2	0.00	D+
0	0.38	STEVENS DR.		9	Rural Local	10		1		1,388	1	0.00	D+
0	2.94	STINSON RD.		9	Rural Local	150		2		1,388	9	0.01	D+
0	1.51	SUGAR HILL RD.		9	Rural Local	60		2		1,388	4	0.00	D+
0	3.58	TOMLIN RD.		9	Rural Local	60		1		1,388	4	0.00	D+
0	1.94	TRAINER DR.		9	Rural Local	70		2		1,388	4	0.00	D+
0	1.51	WADE DR.		9	Rural Local	130		2		1,388	8	0.01	D+
0	1.22	WALKER DR.		9	Rural Local	110		2		1,388	7	0.00	D+
1.22	1.29	WALKER DR.		9	Rural Local	110		1		1,388	7	0.00	D+
1.5	1.51	WALKINS DR.		9	Rural Local	150		2		1,388	9	0.01	D+
0	0.11	WELCH DR.		9	Rural Local	10		1		1,388	1	0.00	D+
0	2.29	WILBOURNE RD.		9	Rural Local	120		2		1,388	7	0.01	D+
0	1.6	WILLIAMS DR.		9	Rural Local	40		1		1,388	2	0.00	D+
1.6	2.04	WILLIAMS DR.		9	Rural Local	40		2		1,388	2	0.00	D+
0	2.72	WIRT RD.		9	Rural Local	620		2		1,388	37	0.03	D+
1.11	1.69	WITHERINGTON RD.		9	Rural Local	450		2		1,388	27	0.02	D+
1.69	2.41	WITHERINGTON RD.		9	Rural Local	450		1		1,388	27	0.02	D+
	Bethel	TN/MS State Line & Goodman		7	Rural Major Collector	3,200	1135	2		1,388	192	0.14	D+
	Bethel	Goodman & Old U.S. 78		7	Rural Major Collector	9,800	1330	2		1,388	588	0.42	D+
	Byhalia	Getwell & Miss. Hwy. 305		7	Rural Major Collector	2,700	410	2		1,388	162	0.12	D+
3.48	3.74	CHULAHOMA RD		7	Rural Major Collector	1,850	88	2		1,388	111	0.08	D+
3.74	4.73	CHULAHOMA RD		7	Rural Major Collector	4,220	71	2		1,388	253	0.18	D+
5.03	8.14	CHULAHOMA RD		7	Rural Major Collector	3,500	93	2	55	1,388	210	0.15	D+
11.94	15.48	CHULAHOMA RD		7	Rural Major Collector	2,830	37	2		1,388	170	0.12	D+
0	2.66	CHULAHOMA RD.		7	Rural Major Collector	1,020	72	2	50	1,388	61	0.04	D+
	Church	Miss. Hwy. 301 & Horn Lake		7	Rural Major Collector	3,400	1180	2		1,388	204	0.15	D+
	College	Pleasant Hill & Miss. Hwy. 305		7	Rural Major Collector	2,400	910	2		1,388	144	0.10	D+
	Fogg	Nesbit & Star Landing		7	Rural Major Collector	1,000	1410	2		1,388	60	0.04	D+
	Getwell	Pleasant Hill & Bent		7	Rural Major Collector	4,800	1140	2		1,388	288	0.21	D+
17.09	18.87	HICKORY WITHE RD.		7	Rural Major Collector	3,140	35	2		1,388	188	0.14	D+
18.87	22.42	HICKORY WITHE RD.		7	Rural Major Collector	1,620	94	2		1,388	97	0.07	D+
22.9	24.33	LOOSAHATCHIE RD.		7	Rural Major Collector	1,060	21	2		1,388	64	0.05	D+
0	0.39	MACON RD.	east of Col-Arlington Rd	7	Rural Major Collector	1,860	645	2		1,388	112	0.08	D+
0	4.74	MACON RD. DR.		7	Rural Major Collector	1,820	38	2	30	1,388	109	0.08	D+
4.74	8.51	MACON RD. DR.		7	Rural Major Collector	1,410	89	2	30	1,388	85	0.06	D+
8.51	8.87	MACON RD. DR.		7	Rural Major Collector	2,320	42	2		1,388	139	0.10	D+
11.15	14.2	MACON RD. DR.		7	Rural Major Collector	880	47	2		1,388	53	0.04	D+
0	0.17	MAIN ST.		7	Rural Major Collector	2,780	66	2	30	1,388	167	0.12	D+

blm	elm	Route Name	Location	Functional Class	Functional Classification	AADT	Count Station	Lanes	Speed Limit	Capacity	Volume	V/C Ratio	Level of Service
24.33	25.65	MAIN ST.		7	Rural Major Collector	1,060	21	2		1,388	64	0.05	D+
16.14	16.17	MILLINGTON-ARLINGTON	Armour & Donnell	7	Rural Major Collector	17,720	9	2	45	1,388	1,063	0.77	E
2.9	5.19	N. WATKINS ST.	Fite & Robertson	7	Rural Major Collector	2,910	408	4	45	3,257	331	0.10	D+
5.19	6.89	N. WATKINS ST.	Locke & Locke-Cuba	7	Rural Major Collector	1,770	407	4	45	3,257	201	0.06	D+
		Nesbit	U.S. 51 & I-55	7	Rural Major Collector	7,700	860	2		1,388	462	0.33	D+
9.03	10.61	OAKLAND RD.		7	Rural Major Collector	1,520	40	2		1,388	91	0.07	D+
10.61	14.09	OAKLAND RD.		7	Rural Major Collector	2,210	32	2		1,388	133	0.10	D+
14.79	14.85	OAKLAND RD. N.		7	Rural Major Collector	2,010	33	2		1,388	121	0.09	D+
14.09	14.2	OAKLAND RD. S.		7	Rural Major Collector	2,210	32	2		1,388	133	0.10	D+
3.25	3.26	OLD STATE LINE RD		7	Rural Major Collector	1,850	88	2		1,388	111	0.08	D+
		Old U.S. 78	At the TN/MS State Line	7	Rural Major Collector	5,200	1336	2		1,388	312	0.22	D+
		Old U.S. 78	Goodman & Bethel	7	Rural Major Collector	6,000	1338	2		1,388	360	0.26	D+
		Old U.S. 78	Bethel & Center Hill	7	Rural Major Collector	4,200	1339	2		1,388	252	0.18	D+
		Pleasant Hill	Getwell & Bridgeforth	7	Rural Major Collector	2,200	880	2		1,388	132	0.10	D+
		Pleasant Hill	Bridgeforth & Pleasant Hill	7	Rural Major Collector	2,500	900	2		1,388	150	0.11	D+
0	2.46	RHEA RD.		7	Rural Major Collector	1,100	83	2		1,388	66	0.05	D+
2.46	7.63	RHEA RD.		7	Rural Major Collector	1,900	45	2		1,388	114	0.08	D+
0.88	3.74	ROSSVILLE RD.		7	Rural Major Collector	2,780	66	2		1,388	167	0.12	D+
3.74	8.09	ROSSVILLE RD.		7	Rural Major Collector	2,000	41	2		1,388	120	0.09	D+
		Sidewinder	I-55 & Getwell	7	Rural Major Collector	3,200	870	2		1,388	192	0.14	D+
0	7.73	STANTON RD.		7	Rural Major Collector	690	18	2		1,388	41	0.03	D+
7.73	8.33	STANTON RD.		7	Rural Major Collector	600	88	2		1,388	36	0.03	D+
		Star Landing	Old U.S. 61 & U.S. 61	7	Rural Major Collector	1,100	580	2		1,388	66	0.05	D+
		Star Landing	U.S. 61 & Wilson Mill	7	Rural Major Collector	960	590	2		1,388	58	0.04	D+
		Star Landing	Wilson Mill & Miss. Hwy. 301	7	Rural Major Collector	1,100	610	2		1,388	66	0.05	D+
		Star Landing	Miss. Hwy. 301 & Fogg	7	Rural Major Collector	830	615	2		1,388	50	0.04	D+
		Star Landing	Fogg & Pratt	7	Rural Major Collector	1,700	620	2		1,388	102	0.07	D+
15.07	18.36	STATE HWY-194		7	Rural Major Collector	2,010	33	2		1,388	121	0.09	D+
18.36	18.41	STATE HWY-194		7	Rural Major Collector	990	20	2		1,388	59	0.04	D+
		State Line Rd.	Getwell & Pleasant Hill	7	Rural Major Collector	3,400	1245	2		1,388	204	0.15	D+
		U.S. 51	Nesbit & Church	7	Rural Major Collector	7,700	90	2		1,388	462	0.33	D+
16.06	16.14	AIRLINE RD.	New Airline & U.S. 64	6	Rural Minor Arterial	3,040	78	2	45	1,388	182	0.13	D+
25.59	27.54	AUSTIN PEAY HWY.	Pleasant Ridge & Loosahatchie	6	Rural Minor Arterial	12,700	32	2	55	1,388	762	0.55	D+
29.58	29.75	AUSTIN PEAY HWY.	Pleasant Ridge & Loosahatchie	6	Rural Minor Arterial	12,700	32	4	55	3,600	1,445	0.40	D+
29.81	30.07	AUSTIN PEAY HWY.	385 & Mil-Arlington Rd	6	Rural Minor Arterial	2,870	655	4	55	3,600	326	0.09	D+
30.07	30.22	AUSTIN PEAY HWY.	385 & Mil-Arlington Rd	6	Rural Minor Arterial	2,870	655	2	55	1,388	172	0.12	D+
32.88	38.86	AUSTIN PEAY HWY.	Mudville & Kerrville-Rosemark	6	Rural Minor Arterial	6,330	5	2	55	1,388	380	0.27	D+
2.56	3.84	COLLIERVILLE-ARLINGTON	Shelton & Tenn. Hwy. 57	6	Rural Minor Arterial	6,130	106	2	45	1,388	368	0.27	D+
4.53	8.19	COLLIERVILLE-ARLINGTON	Macon & Monterey	6	Rural Minor Arterial	3,320	81	2	45	1,388	199	0.14	D+
8.19	12.21	COLLIERVILLE-ARLINGTON	U.S. 64 & Macon	6	Rural Minor Arterial	2,630	79	2	45	1,388	158	0.11	D+
12.22	12.32	COLLIERVILLE-ARLINGTON	New Airline & U.S. 64	6	Rural Minor Arterial	3,040	78	2	45	1,388	182	0.13	D+
12.96	13.02	E. COURT SQUARE		6	Rural Minor Arterial	5,610	25	2		1,388	337	0.24	D+
		Mabry	Wilson Mill & Star Landing	6	Rural Minor Arterial	2,100	700	2		1,388	126	0.09	D+
		Miss. Hwy. 3	Tunica Co. Line & U.S. 61	6	Rural Minor Arterial	1,000	230	2		1,388	60	0.04	D+
		Miss. Hwy. 301	Goodman & Church	6	Rural Minor Arterial	3,800	710	2		1,388	228	0.16	D+
		Miss. Hwy. 305	Byhalia & College	6	Rural Minor Arterial	5,900	770	2		1,388	354	0.26	D+
		Miss. Hwy. 305	College & U.S. 78	6	Rural Minor Arterial	10,000	780	2		1,388	600	0.43	D+

blm	elm	Route Name	Location	Functional Class	Functional Classification	AADT	Count Station	Lanes	Speed Limit	Capacity	Volume	V/C Ratio	Level of Service
13.03	13.09	N. MAIN ST.		6	Rural Minor Arterial	5,610	25	2		1,388	337	0.24	D+
14.71	16.05	NEW AIRLINE RD.	New Airline & U.S. 64	6	Rural Minor Arterial	3,040	78	2	45	1,388	182	0.13	D+
11.45	11.95	S. MAIN ST.		6	Rural Minor Arterial	7,760	44	2		1,388	466	0.34	D+
6.73	7.53	SGT. WALTER K. SINGLET	Loosahatchie R. & Old Brownsvi	6	Rural Minor Arterial	17,060	387	4	55	3,600	1,941	0.54	D+
0	3.62	STATE HWY-18		6	Rural Minor Arterial	1,930	52	2		1,388	116	0.08	D+
3.97	4.13	STATE HWY-18		6	Rural Minor Arterial	3,750	107	2		1,388	225	0.16	D+
4.28	4.66	STATE HWY-18		6	Rural Minor Arterial	1,930	50	2		1,388	116	0.08	D+
0	1.06	STATE HWY-57		6	Rural Minor Arterial	11,030	107	2		1,388	662	0.48	D+
1.23	1.93	STATE HWY-57		6	Rural Minor Arterial	8,690	65	2		1,388	521	0.38	D+
5.72	6.38	STATE HWY-57		6	Rural Minor Arterial	6,890	64	2	45	1,388	413	0.30	D+
6.38	13.44	STATE HWY-57		6	Rural Minor Arterial	6,890	64	2	55	1,388	413	0.30	D+
13.65	13.66	STATE HWY-57		6	Rural Minor Arterial	6,890	64	2	40	1,388	413	0.30	D+
14.4	14.61	STATE HWY-57		6	Rural Minor Arterial	4,590	56	2	40	1,388	275	0.20	D+
15.52	20.11	STATE HWY-57		6	Rural Minor Arterial	4,590	56	2	55	1,388	275	0.20	D+
20.11	21.88	STATE HWY-57		6	Rural Minor Arterial	2,210	97	2	55	1,388	133	0.10	D+
25.17	25.19	STATE HWY-57		6	Rural Minor Arterial	2,650	51	2	40	1,388	159	0.11	D+
0	0.7	STATE HWY-59		6	Rural Minor Arterial	2,480	4	2	30	1,388	149	0.11	D+
3.77	4	STATE HWY-59		6	Rural Minor Arterial	2,960	110	2	55	1,388	178	0.13	D+
6.07	8.65	STATE HWY-59		6	Rural Minor Arterial	2,020	19	2	55	1,388	121	0.09	D+
13.01	13.35	STATE HWY-59		6	Rural Minor Arterial	3,550	105	2	55	1,388	213	0.15	D+
0.33	0.45	STATE HWY-76		6	Rural Minor Arterial	2,740	57	2	55	1,388	164	0.12	D+
6.09	6.9	STATE HWY-76		6	Rural Minor Arterial	2,740	57	2	30	1,388	164	0.12	D+
6.9	7.86	STATE HWY-76		6	Rural Minor Arterial	3,240	82	2	30	1,388	194	0.14	D+
7.86	7.94	STATE HWY-76		6	Rural Minor Arterial	3,240	82	2	55	1,388	194	0.14	D+
9.95	10.35	STATE HWY-76		6	Rural Minor Arterial	3,240	82	2	40	1,388	194	0.14	D+
11.38	11.45	STATE HWY-76		6	Rural Minor Arterial	7,760	44	2	40	1,388	466	0.34	D+
14.04	15.26	STATE HWY-76		6	Rural Minor Arterial	5,610	25	2		1,388	337	0.24	D+
15.26	21.48	STATE HWY-76		6	Rural Minor Arterial	1,660	16	2	55	1,388	100	0.07	D+
21.48	24.62	STATE HWY-76		6	Rural Minor Arterial	1,300	91	2	55	1,388	78	0.06	D+
23.83	24.69	US/HWY-70/79	Canada & Airline	6	Rural Minor Arterial	8,440	42	4	55	3,600	960	0.27	D+
28.74	30.34	US/HWY-70/79	Locke & Fite	6	Rural Minor Arterial	4,430	22	2		1,388	266	0.19	D+
0	1.67	US-70/79)		6	Rural Minor Arterial	4,430	22	2	55	1,388	266	0.19	D+
1.67	3.91	US-70/79)		6	Rural Minor Arterial	2,910	2	2	55	1,388	175	0.13	D+
5.53	5.74	US-70/79)		6	Rural Minor Arterial	2,910	2	3	55	2,700	331	0.12	D+
5.74	5.9	US-70/79)		6	Rural Minor Arterial	4,040	76	3	55	2,700	460	0.17	D+
5.9	6.09	US-70/79)		6	Rural Minor Arterial	4,040	76	2	55	1,388	242	0.17	D+
0	0.1	AIRLINE RD.	Hayes & I-40	8	Rural Minor Collector	8,550	212	2	45	1,388	513	0.37	D+
1.11	1.35	AIRLINE RD.	Hayes & I-40	8	Rural Minor Collector	8,550	212	2	30	1,388	513	0.37	D+
3.28	4.11	ARMOUR RD.	Kerrville-Rosemark & Mill.-Arl	8	Rural Minor Collector	890	10	2		1,388	53	0.04	D+
2.67	4.16	BELMONT RD.		8	Rural Minor Collector	410	6	2		1,388	25	0.02	D+
6.83	6.9	BENJESTOWN RD.	Locke & Fite	8	Rural Minor Collector	470	21	2	45	1,388	28	0.02	D+
0.05	0.15	BETHUEL RD.	Navy & Center College	8	Rural Minor Collector	2,740	401	2		1,388	164	0.12	D+
0.88	1.28	BETHUEL RD.	Ctr. College & Kerrville-Rosem	8	Rural Minor Collector	3,180	241	2		1,388	191	0.14	D+
0	0.24	BIG CREEK CHURCH RD.	Church & Juana	8	Rural Minor Collector	1,610	550	2		1,388	97	0.07	D+
4.81	5.33	BRUNSWICK RD.	Old Brownsville & U.S. 70	8	Rural Minor Collector	5,940	46	2	30	1,388	356	0.26	D+
5.33	5.85	BRUNSWICK RD.	Old Brownsville & U.S. 70	8	Rural Minor Collector	5,940	46	2	45	1,388	356	0.26	D+
7.37	7.95	BRUNSWICK RD.	Old Brownsville & U.S. 70	8	Rural Minor Collector	5,940	46	2	40	1,388	356	0.26	D+

blm	elm	Route Name	Location	Functional Class	Functional Classification	AADT	Count Station	Lanes	Speed Limit	Capacity	Volume	V/C Ratio	Level of Service
8.12	8.35	BRUNSWICK RD.	Millington-Arl. & Pleasant Rid	8	Rural Minor Collector	6,050	431	2	40	1,388	363	0.26	D+
9.9	11.11	BRUNSWICK RD.	Godwin & Millington-Arlington	8	Rural Minor Collector	3,290	37	2	40	1,388	197	0.14	D+
11.87	13.14	BRUNSWICK RD.	Mudville & Kerrville-Rosemark	8	Rural Minor Collector	2,050	4	2	40	1,388	123	0.09	D+
2.07	5.12	BUFORD ELLINGTON RD.		8	Rural Minor Collector	320	49	2		1,388	19	0.01	D+
0	0.76	BYHALIA RD.	Collierville & Holmes	8	Rural Minor Collector	8,210	260	2	45	1,388	493	0.35	D+
0	1.9	CENTER COLLEGE RD.	Kerrville-Rosemark & Bethuel	8	Rural Minor Collector	360	428	2		1,388	22	0.02	D+
		Center Hill	South of Goodman	8	Rural Minor Collector	1,100	1340	2		1,388	66	0.05	D+
		Center Hill	TN/MS State Line & Goodman	8	Rural Minor Collector	1,900	1350	2		1,388	114	0.08	D+
0	0.78	CENTER HILL RD.	Holmes & DeSoto Co. Line	8	Rural Minor Collector	2,390	360	2		1,388	143	0.10	D+
0	0.14	CHESTER ST.	I-40 & Hayes	8	Rural Minor Collector	640	43	2		1,388	38	0.03	D+
		College	Bethel & Miss. Hwy. 305	8	Rural Minor Collector	1,400	781	2		1,388	84	0.06	D+
0	0.12	COLLIERVILLE-ARLINGTON	Loosahatchie River & U.S. 70	8	Rural Minor Collector	1,930	41	2	45	1,388	116	0.08	D+
0	0.88	COLLIERVILLE-ARLINGTON	Macedonia & Turley	8	Rural Minor Collector	750	556	2		1,388	45	0.03	D+
2.87	5.43	CUBA MILLINGTON RD.	Herring Hill & Quito	8	Rural Minor Collector	720	18	2		1,388	43	0.03	D+
0	7.34	DAVIES PLANTATION RD.	McKinstry Road	8	Rural Minor Collector	640	58	2		1,388	38	0.03	D+
14.11	15.78	DEADFALL RD.	Mudville & Kerrville-Rosemark	8	Rural Minor Collector	2,050	4	2	45	1,388	123	0.09	D+
0	0.14	EVERGREEN DR.		8	Rural Minor Collector	400	108	2		1,388	24	0.02	D+
0	4.65	FAYETTE CORNERS DR.		8	Rural Minor Collector	430	9	2		1,388	26	0.02	D+
4.65	6.44	FAYETTE CORNERS DR.		8	Rural Minor Collector	590	129	2		1,388	35	0.03	D+
12.15	13.02	FAYETTE CORNERS RD.		8	Rural Minor Collector	880	17	2		1,388	53	0.04	D+
0	4.41	FEATHERS CHAPEL RD.		8	Rural Minor Collector	1,310	24	2		1,388	79	0.06	D+
4.41	8.23	FEATHERS CHAPEL RD.		8	Rural Minor Collector	570	23	2		1,388	34	0.02	D+
0	0.9	FOREST HILL-IRENE RD.	Shelby & Holmes	8	Rural Minor Collector	3,470	444	2	45	1,388	208	0.15	D+
0	1.43	FORREST ST.	Coll.-Arl. & Fayette Co. Line	8	Rural Minor Collector	1,440	433	2		1,388	86	0.06	D+
0	1.17	FRANKLIN RD.		8	Rural Minor Collector	330	106	2		1,388	20	0.01	D+
0	0.37	GALLAWAY DR.		8	Rural Minor Collector	210	557@	2		1,388	13	0.01	D+
0	0.48	GALLAWAY LEVEE RD.	Coll.-Arlington & Beaver Creek	8	Rural Minor Collector	210	557	2		1,388	13	0.01	D+
5.12	5.28	GATLIN DR.		8	Rural Minor Collector	320	49	2		1,388	19	0.01	D+
0	2.79	HALL DR.		8	Rural Minor Collector	130	77	2		1,388	8	0.01	D+
0	0.96	HICKORY WITHE RD.		8	Rural Minor Collector	1,440	433	2		1,388	86	0.06	D+
17.57	19.57	HOLMES RD.	Ross & Germantown Extended	8	Rural Minor Collector	8,440	235	2		1,388	506	0.36	D+
19.57	20.56	HOLMES RD.	Foresr Hill Irene & Center Hil	8	Rural Minor Collector	2,970	624	2		1,388	178	0.13	D+
0	2.47	INA RD.		8	Rural Minor Collector	670	12	2		1,388	40	0.03	D+
10.59	12.15	INA RD.		8	Rural Minor Collector	880	17	2		1,388	53	0.04	D+
6.9	9.2	JACK BOND RD.	Austin Peay & Donnell	8	Rural Minor Collector	1,270	33	2		1,388	76	0.05	D+
0	0.35	JERIGAN DR.		8	Rural Minor Collector	2,140	43	2		1,388	128	0.09	D+
2.76	2.87	JERIGAN DR.		8	Rural Minor Collector	1,200	99	2		1,388	72	0.05	D+
5.96	11.49	JERIGAN DR.		8	Rural Minor Collector	750	86	2		1,388	45	0.03	D+
0	2.28	JOYNERS CAMPGROUND RD.		8	Rural Minor Collector	70	92	2		1,388	4	0.00	D+
0	5.18	KERR-ROSEMARK RD.	Donnell & Rosemark	8	Rural Minor Collector	460	7	2		1,388	28	0.02	D+
0	0.46	KERR-ROSEMARK RD.	Kerrville-Rosemark & Bethuel	8	Rural Minor Collector	1,570	11	2		1,388	94	0.07	D+
3.24	3.28	KERR-ROSEMARK RD.	Kerrville-Rosemark & Mill.-Arl	8	Rural Minor Collector	890	10	2		1,388	53	0.04	D+
0.82	10.53	LA GRANGE RD.		8	Rural Minor Collector	580	54	2		1,388	35	0.03	D+
10.53	14.87	LA GRANGE RD.		8	Rural Minor Collector	1,420	46	2		1,388	85	0.06	D+
0.74	2.32	LAKE RD.		8	Rural Minor Collector	550	103	2		1,388	33	0.02	D+
4.67	6.01	LOCKE-CUBA RD.	Locke & Fite	8	Rural Minor Collector	470	21	2	45	1,388	28	0.02	D+
7.04	8.52	MACON RD.	Reed Hooker & Coll.-Arlington	8	Rural Minor Collector	3,890	418	2	45	1,388	233	0.17	D+

blm	elm	Route Name	Location	Functional Class	Functional Classification	AADT	Count Station	Lanes	Speed Limit	Capacity	Volume	V/C Ratio	Level of Service
8.52	9.66	MACON RD.	Reed Hooker & Coll.-Arlington	8	Rural Minor Collector	3,890	418	2	35	1,388	233	0.17	D+
0	0.72	MAIN ST.		8	Rural Minor Collector	580	54	2		1,388	35	0.03	D+
7.34	8.45	MCKINSTRY RD.		8	Rural Minor Collector	640	58	2		1,388	38	0.03	D+
2.23	5.42	MILLINGTON-ARLINGTON	Osborntown & Collierville-Arl.	8	Rural Minor Collector	600	39	2	45	1,388	36	0.03	D+
5.66	6.96	MILLINGTON-ARLINGTON	Osborntown & Collierville-Arl.	8	Rural Minor Collector	600	39	2	50	1,388	36	0.03	D+
6.96	7.87	MILLINGTON-ARLINGTON	Rosemark & Brunswick	8	Rural Minor Collector	3,070	38	2	50	1,388	184	0.13	D+
5.35	5.87	MONTERERY RD.	Houston Levee & Monterey	8	Rural Minor Collector	3,780	104	2		1,388	227	0.16	D+
8.18	9.21	MONTERERY RD.	Wolf River & U.S. 72	8	Rural Minor Collector	550	103	2		1,388	33	0.02	D+
8.93	10.58	MT. MORIAH DR.		8	Rural Minor Collector	200	95	2		1,388	12	0.01	D+
0	3.14	MT. PLEASANT RD.		8	Rural Minor Collector	560	63	2		1,388	34	0.02	D+
0	3.73	MUDVILLE RD.	Armour & Rosemark	8	Rural Minor Collector	1,340	325	2	45	1,388	80	0.06	D+
0.46	1.22	MUDVILLE RD.	Kerrville-Rosemark & Bethuel	8	Rural Minor Collector	1,570	11	2		1,388	94	0.07	D+
2.6	3.24	MUDVILLE RD.	Kerrville-Rosemark & Mill.-Arl	8	Rural Minor Collector	890	10	2		1,388	53	0.04	D+
0	0.31	OLD AIRLINE RD.	Sumac & Donnelson	8	Rural Minor Collector	300	561	2		1,388	18	0.01	D+
3	7.09	OLD BROWNSVILLE RD.		8	Rural Minor Collector	70	92	2		1,388	4	0.00	D+
7.09	7.99	OLD BROWNSVILLE RD.		8	Rural Minor Collector	340	87	2		1,388	20	0.01	D+
0	0.22	OLD JACKSON RD.		8	Rural Minor Collector	1,660	26	2		1,388	100	0.07	D+
0	0.68	OLD JACKSON RD.		8	Rural Minor Collector	80	104	2		1,388	5	0.00	D+
1.24	6.75	OLD JACKSON RD.		8	Rural Minor Collector	580	101	2		1,388	35	0.03	D+
6.75	8.73	OLD JACKSON RD.		8	Rural Minor Collector	200	95	2		1,388	12	0.01	D+
	Old U.S. 61	Blythe & U.S. 61		8	Rural Minor Collector	370	550	2		1,388	22	0.02	D+
	Old U.S. 61	Thomas Road & Old U.S. 61		8	Rural Minor Collector	230	570	2		1,388	14	0.01	D+
	Old U.S. 61	Blythe & Tunica Co. Line		8	Rural Minor Collector	720	571	2		1,388	43	0.03	D+
0	2.45	PLEASANT RIDGE RD.	385 & Donnell Rd	8	Rural Minor Collector	250	654	2	45	1,388	15	0.01	D+
0.08	2.04	PLEASANT RIDGE RD.	Raleigh-Millington & Singleton	8	Rural Minor Collector	1,190	30	2		1,388	71	0.05	D+
2.04	4.96	PLEASANT RIDGE RD.	Singleton & Sledge	8	Rural Minor Collector	810	31	2		1,388	49	0.04	D+
4.96	6.9	PLEASANT RIDGE RD.	Austin Peay & Donnell	8	Rural Minor Collector	1,270	33	2		1,388	76	0.05	D+
1.3	2.22	QUITO RD.	Shelby Road & West Union	8	Rural Minor Collector	3,370	17	2		1,388	202	0.15	D+
2.22	4.45	QUITO RD.	Chas. Bartlett & Tipton Co. Li	8	Rural Minor Collector	2,140	426	2		1,388	128	0.09	D+
0	2.59	RALEIGH-LA GRANGE RD.		8	Rural Minor Collector	720	70	2		1,388	43	0.03	D+
2.59	6.99	RALEIGH-LA GRANGE RD.		8	Rural Minor Collector	410	68	2		1,388	25	0.02	D+
4.93	5.35	RALEIGH-LA GRANGE RD.	Houston Levee & Monterey	8	Rural Minor Collector	3,780	104	2		1,388	227	0.16	D+
0	1.03	RALEIGH-LARGRANGE RD.	east of Col-Arlington Rd	8	Rural Minor Collector	1,120	638	2		1,388	67	0.05	D+
2.84	2.87	RANKIN BRANCH RD.	Herring Hill & Quito	8	Rural Minor Collector	720	18	2		1,388	43	0.03	D+
13.14	14.11	REDWOOD RD.	Mudville & Kerrville-Rosemark	8	Rural Minor Collector	2,050	4	2	45	1,388	123	0.09	D+
0	1.06	ROSEMARK RD.	Millington-Arl. & Austin Peay	8	Rural Minor Collector	3,520	8	2		1,388	211	0.15	D+
1.06	2.33	ROSEMARK RD.	Mudville & Tipton Co. Line	8	Rural Minor Collector	5,010	6	2		1,388	301	0.22	D+
3.29	4.23	ROSEMARK RD.	Chase & Lucy	8	Rural Minor Collector	4,200	28	2		1,388	252	0.18	D+
0	2.07	RUBE SCOTT DR.		8	Rural Minor Collector	320	49	2		1,388	19	0.01	D+
0.39	1.29	RUST RD.	Locke & Fite	8	Rural Minor Collector	470	21	2	45	1,388	28	0.02	D+
1.76	1.84	SHACK RAG RD.	Herring Hill & Quito	8	Rural Minor Collector	720	18	2		1,388	43	0.03	D+
1.55	1.76	SHELBY RD.	Herring Hill & Quito	8	Rural Minor Collector	720	18	2		1,388	43	0.03	D+
0	2.67	SINAI DR.		8	Rural Minor Collector	410	6	2		1,388	25	0.02	D+
0	2.28	SLAYDEN RD.		8	Rural Minor Collector	1,110	61	2		1,388	67	0.05	D+
2.28	4.09	SLAYDEN RD.		8	Rural Minor Collector	840	62	2		1,388	50	0.04	D+
0.7	1.93	LEDGE RD.	Pleasant Ridge & Navy	8	Rural Minor Collector	2,460	34	2	45	1,388	148	0.11	D+
0	3.67	TEAUGE STORE RD.		8	Rural Minor Collector	790	79	2		1,388	47	0.03	D+

blm	elm	Route Name	Location	Functional Class	Functional Classification	AADT	Count Station	Lanes	Speed Limit	Capacity	Volume	V/C Ratio	Level of Service
0	5.15	THORPE DR.		8	Rural Minor Collector	440	7	2		1,388	26	0.02	D+
5.15	8.17	THORPE DR.		8	Rural Minor Collector	270	102	2		1,388	16	0.01	D+
0	1.86	WARREN RD.		8	Rural Minor Collector	900	29	2		1,388	54	0.04	D+
0	5.48	WARREN RD.		8	Rural Minor Collector	650	109	2		1,388	39	0.03	D+
8.45	8.99	WATERMILL ST.		8	Rural Minor Collector	640	58	2		1,388	38	0.03	D+
0	4.48	WEST UNION RD.	Herring Hill & Quito	8	Rural Minor Collector	2,100	324	2		1,388	126	0.09	D+
0.82	2.55	WILKINSVILLE RD.	West Union & Tipton Co. Line	8	Rural Minor Collector	5,760	293	2		1,388	346	0.25	D+
		Wilson Mill	Star Landing & Miss. Hwy. 301	8	Rural Minor Collector	130	1090	2		1,388	8	0.01	D+
1.29	4.67	WOODSTOCK-CUBA RD.	Locke & Fite	8	Rural Minor Collector	470	21	2	45	1,388	28	0.02	D+
0	5.57	YAGER DR.		8	Rural Minor Collector	570	59	2		1,388	34	0.02	D+
5.57	13.32	YAGER DR.		8	Rural Minor Collector	160	55	2		1,388	10	0.01	D+
0	4.69	YUM YUM RD.		8	Rural Minor Collector	540	17	2		1,388	32	0.02	D+
4.69	5.45	YUM YUM RD.		8	Rural Minor Collector	110	54	2		1,388	7	0.00	D+
11.58	14.74	FAYETTE ST.		2	Rural Other Principal Arterial	14,100	31	4	65	3,771	1,604	0.43	D+
14.74	14.76	FAYETTE ST.		2	Rural Other Principal Arterial	14,100	31	4	55	3,600	1,604	0.45	D+
14.84	15.12	FAYETTE ST.		2	Rural Other Principal Arterial	12,930	28	4	55	3,600	1,471	0.41	D+
15.51	15.56	FAYETTE ST.		2	Rural Other Principal Arterial	12,930	28	4	45	3,257	1,471	0.45	D+
16.64	16.66	FAYETTE ST.		2	Rural Other Principal Arterial	10,450	27	4	45	3,257	1,189	0.36	D+
17.95	18.06	FAYETTE ST.		2	Rural Other Principal Arterial	10,450	27	2	45	1,388	627	0.45	D+
30.28	30.57	HWY-51	West Union & Wilkinsville	2	Rural Other Principal Arterial	28,690	12	4	55	3,600	3,263	0.91	E
32.03	33.08	HWY-51	Weaver & Horn Lake	2	Rural Other Principal Arterial	29,120	91	4	55	3,600	3,312	0.92	E
6.98	7.1	PAUL W. BARRET MEM. PK	Hwy 70 & I-40	1	Rural Other Principal Arterial	8,450	882	4	65	4,029	887	0.22	D+
7.78	8.64	PAUL W. BARRET MEM. PK	Hwy 70 & I-40	1	Rural Other Principal Arterial	8,450	882	4	55	3,857	887	0.23	D+
9.48	9.84	PAUL W. BARRET MEM. PK	U.S. 70 & Long Road	1	Rural Other Principal Arterial	4,220	620	4	55	3,857	443	0.11	D+
10.46	12.7	PAUL W. BARRET MEM. PK	U.S. 70 & Long Road	1	Rural Other Principal Arterial	4,220	620	4	65	4,029	443	0.11	D+
12.7	14.57	PAUL W. BARRET MEM. PK	Long Road & Brunswick	1	Rural Other Principal Arterial	7,710	621	4	65	4,029	810	0.20	D+
14.57	17.98	PAUL W. BARRET MEM. PK	Austin Peay & Donnell	1	Rural Other Principal Arterial	8,960	622	4	65	4,029	941	0.23	D+
17.98	20.32	PAUL W. BARRET MEM. PK	Singleton Parkway & Sledge	1	Rural Other Principal Arterial	3,750	617	4	65	4,029	394	0.10	D+
11.62	12.23	STAGE RD	Airline & Collierville-Arlingt	2	Rural Other Principal Arterial	16,560	77	4	55	3,600	1,884	0.52	D+
15.58	16.19	STAGE RD	Germantown Pkwy. & Rocky Poin	2	Rural Other Principal Arterial	16,620	85	4	45	3,257	1,891	0.58	D+
16.19	16.3	STAGE RD	Germantown Pkwy. & Rocky Poin	2	Rural Other Principal Arterial	16,620	85	4	65	3,771	1,891	0.50	D+
0	3.32	US/HWY-64		2	Rural Other Principal Arterial	16,620	85	4	65	3,771	1,891	0.50	D+
3.32	5.72	US/HWY-64		2	Rural Other Principal Arterial	16,770	34	4	65	3,771	1,908	0.51	D+
5.72	5.73	US/HWY-64		2	Rural Other Principal Arterial	16,770	34	4	55	3,600	1,908	0.53	D+
6.27	6.53	US/HWY-64		2	Rural Other Principal Arterial	16,770	34	4	45	3,257	1,908	0.59	D+
7.2	7.22	US/HWY-64		2	Rural Other Principal Arterial	14,100	31	4	45	3,257	1,604	0.49	D+
8.11	11.58	US/HWY-64		2	Rural Other Principal Arterial	14,100	31	4	65	3,771	1,604	0.43	D+
18.06	18.17	US/HWY-64		2	Rural Other Principal Arterial	10,450	27	4	45	3,257	1,189	0.36	D+
18.84	21.86	US/HWY-64		2	Rural Other Principal Arterial	7,280	100	4	65	3,771	828	0.22	D+
21.86	21.99	US/HWY-64		2	Rural Other Principal Arterial	7,280	100	4	55	3,600	828	0.23	D+
23.21	23.55	US/HWY-64		2	Rural Other Principal Arterial	5,660	13	4	55	3,600	644	0.18	D+
23.55	24.92	US/HWY-64		2	Rural Other Principal Arterial	5,660	13	4	65	3,771	644	0.17	D+
25.67	27.32	US/HWY-64		2	Rural Other Principal Arterial	6,130	61	4	55	3,600	697	0.19	D+
0	0.95	US/HWY-72	U.S. 70 & I-40	2	Rural Other Principal Arterial	14,200	73	2		1,388	852	0.61	E
0.95	1.09	US/HWY-72	Tenn. Hwy. 57 & Fayette Co. Li	2	Rural Other Principal Arterial	9,470	108	2		1,388	568	0.41	D+
	Goodman		U.S. 61 & Miss. Hwy. 301	2	Rural Principal Arterial	12,000	450	2		1,388	720	0.52	D+
	Goodman		Pleasant Hill & Davidson	2	Rural Principal Arterial	28,000	510	2		1,388	1,680	1.21	F

blm	elm	Route Name	Location	Functional Class	Functional Classification	AADT	Count Station	Lanes	Speed Limit	Capacity	Volume	V/C Ratio	Level of Service
		Goodman	Bethel & Center Hill	2	Rural Principal Arterial	6,400	540	2		1,388	384	0.28	D+
		U.S. 61	Tunica Co. Line & Miss. Hwy. 3	2	Rural Principal Arterial	28,000	190	4	55	1,388	3,185	2.30	F
		U.S. 61	Miss. Hwy. 3 & Star Landing	2	Rural Principal Arterial	27,000	200	4	55	1,388	3,071	2.21	F
		U.S. 61	Nail & Church	2	Rural Principal Arterial	34,000	210	2		1,388	2,040	1.47	F
		U.S. 61	At the TN/MS State Line	2	Rural Principal Arterial	28,000	220	2		1,388	1,680	1.21	F
		U.S. 78	At the TN/MS State Line	2	Rural Principal Arterial	25,000	130	4	55	3,600	2,844	0.79	D+
		U.S. 78	Craft & Goodman	2	Rural Principal Arterial	34,000	157	4	55	3,600	3,868	1.07	F
		U.S. 78	Bethel & Miller	2	Rural Principal Arterial	36,000	170	4	55	3,600	4,095	1.14	F
0.68	0.92	CASTLEMAN ST.	Shelby Dr and Raines Rd	17	Urban Collector	3,410	738	2		1,549	205	0.13	D+
0	0.05	MISTY MEADOWS LN.	Forestr Hill Irene & Center Hil	17	Urban Collector	1,340	631	2		1,549	80	0.05	D+
0.22	0.61	OUNT OLIVE RD.	Vollintine Ave & Chelsea Ave	17	Urban Collector	1,960	713	2		1,549	118	0.08	D+
0.75	0.97	ADAMS AVE.	Front & Second	17	Urban Collector	4,740	480	2		1,549	284	0.18	D+
0.97	1.16	ALABAMA AVE.	N Third St and Fourth St	17	Urban Collector	4,970	856	2		1,549	298	0.19	D+
0	1.77	ALCY RD	Byhalia Rd & Hwy 72	17	Urban Collector	6,190	897	2		1,549	371	0.24	D+
1.3	1.34	ALCY RD	Kansas St and Arkansas St	17	Urban Collector	5,580	830	2		1,549	335	0.22	D+
0	0.26	ALICE AVE	Kansas St and Arkansas St	17	Urban Collector	5,580	830	2		1,549	335	0.22	D+
0	1.37	ALLEN RD	Ridgemont Rd & Hawkins Mill Rd	17	Urban Collector	4,710	723	2		1,549	283	0.18	D+
1.63	1.96	ALTA RD	I-55 and Airways	17	Urban Collector	320	824	2		1,549	19	0.01	D+
4.64	4.72	ALTRURIA RD.	Mem-Arlington & Baird Ln	17	Urban Collector	6,110	691	2		1,549	367	0.24	D+
5.43	5.65	ALTURIA RD	Mem-Arlington & Dawnhill	17	Urban Collector	4,980	696	2		1,549	299	0.19	D+
0	0.66	ARNOLD RD.	Pilot Dr and Crowfarm Dr	17	Urban Collector	1,500	744	2		1,549	90	0.06	D+
0	0.22	AUBURN RD	Briarcrest Ave and Shady Grove	17	Urban Collector	2,200	815	2		1,549	132	0.09	D+
1.78	1.95	AVERY AVE	N Watkins and Delano Rd	17	Urban Collector	840	664	2		1,549	50	0.03	D+
1.95	3.52	AYERS ST.	Washington & Jefferson	17	Urban Collector	8,830	474	2		1,549	530	0.34	D+
0	0.66	BAILEY STATION RD.	U.S. 72 & Collierville	17	Urban Collector	9,730	403	4	40	6,171	508	0.08	D+
0	0.26	BANBURY AVE	Mem-Arlington & Dawnhill	17	Urban Collector	4,140	697	2		1,549	248	0.16	D+
0.28	0.73	BARTLETT RD.	Stage & Yale	17	Urban Collector	6,080	584	2		1,549	365	0.24	D+
0	0.11	BASKIN ST	N Watkins and Delano Rd	17	Urban Collector	2,360	659	2		1,549	142	0.09	D+
0	0.21	BELLEVUE BLVD	Overton Ave and Autumn Ave	17	Urban Collector	6,180	857	2		1,549	371	0.24	D+
0.11	0.13	BELLEVUE BLVD	Overton Ave and Autumn Ave	17	Urban Collector	6,180	857	3	40	4,629	323	0.07	D+
0	0.78	BELVEDERE BLVD	Peabody & Union	17	Urban Collector	5,610	598	2		1,549	337	0.22	D+
0	0.37	BELVEDERE BLVD	Peabody & Union	17	Urban Collector	5,610	598	4	40	6,171	293	0.05	D+
0	0.48	BENJESTOWN RD.	Locke & Fite	17	Urban Collector	470	21	2	45	1,549	28	0.02	D+
0	1.06	BENNETT WOOD DR.	N Front & N Main	17	Urban Collector	3,080	864	2		1,549	185	0.12	D+
1.06	2.33	BETHUEL RD.	Navy & Center College	17	Urban Collector	2,740	401	2		1,549	164	0.11	D+
0	0.1	BIG CREEK CHURCH RD.	Church & Juana	17	Urban Collector	1,610	550	2	30	1,549	97	0.06	D+
0.1	0.2	BIG CREEK CHURCH RD.	Church & Juana	17	Urban Collector	1,610	550	2	45	1,549	97	0.06	D+
0.81	1.13	BILOXI RD.	N Front & N Main	17	Urban Collector	3,080	864	2		1,549	185	0.12	D+
1.13	1.3	BISHOPS BRIDGE RD.	Prescott Rd and Tchulahoma Rd	17	Urban Collector	4,430	745	2		1,549	266	0.17	D+
1.3	1.51	BLACKWELL RD	Mem-Arlington & Dawnhill	17	Urban Collector	1,620	698	2		1,549	97	0.06	D+
0.88	3.74	BOSTON ST.	Lowell and Malone Ave	17	Urban Collector	340	783	2		1,549	20	0.01	D+
3.74	8.09	BRACHTON AVE	Hacks Cross & Cedar Rige	17	Urban Collector	2,210	870	2		1,549	133	0.09	D+
0	2.07	BRAY STATION RD.	Frank & U.S. 72	17	Urban Collector	1,640	440	2		1,549	98	0.06	D+
0	0.92	BRICH RUN LN.	Holmes Rd and Shelby Dr	17	Urban Collector	1,420	729	2		1,549	85	0.06	D+
0	0.05	BRICHLFIELD DR	Hollywood St & Birchfield Dr	17	Urban Collector	1,690	716	2		1,549	101	0.07	D+
0.26	0.39	BRIERBROOK RD.	Exeter Rd & Brierbrook Rd	17	Urban Collector	1,770	879	2		1,549	106	0.07	D+
0.39	1.29	BRIERBROOK RD.	Exeter Rd & Brierbrook Rd	17	Urban Collector	1,770	879	4	40	6,171	92	0.01	D+

blm	elm	Route Name	Location	Functional Class	Functional Classification	AADT	Count Station	Lanes	Speed Limit	Capacity	Volume	V/C Ratio	Level of Service
7.98	8.23	BRIERVIEW ST	Brantford Rd and Shady Grove R	17	Urban Collector	4,830	801	2		1,549	290	0.19	D+
8.23	8.37	BROADWAY RD	Whitten Rd & Appling Rd	17	Urban Collector	4,430	653	2		1,549	266	0.17	D+
8.38	8.62	BROOKS RD.	Graves & U.S. 51	17	Urban Collector	13,070	92	4	45	6,514	683	0.10	D+
8.62	8.69	BROOKS RD.	Graves & U.S. 51	17	Urban Collector	13,070	92	2	35	1,549	784	0.51	D+
8.69	8.97	BROOKS RD.	Graves & U.S. 51	17	Urban Collector	13,070	92	4	35	5,829	683	0.12	D+
9.03	9.29	BROWNBARK DR.	Holmes Rd and Shelby Dr	17	Urban Collector	2,380	730	2		1,549	143	0.09	D+
0	0.12	BRUNSWICK RD.	Davies Plantation & Ellis	17	Urban Collector	2,960	559	2	40	1,549	178	0.11	D+
7.19	7.33	BRUNSWICK RD.	Old Brownsville & U.S. 70	17	Urban Collector	5,940	46	2	45	1,549	356	0.23	D+
7.33	7.49	BRUNSWICK RD.	Old Brownsville & U.S. 70	17	Urban Collector	5,940	46	2	35	1,549	356	0.23	D+
7.49	7.62	BRUNSWICK RD.	Old Brownsville & U.S. 70	17	Urban Collector	5,940	46	2	30	1,549	356	0.23	D+
9.3	9.44	BRUNSWICK RD.	Davies Plantation & Ellis	17	Urban Collector	2,960	559	2	35	1,549	178	0.11	D+
13.16	13.44	BRUNSWICK RD.	Davies Plantation & Ellis	17	Urban Collector	2,960	559	2	45	1,549	178	0.11	D+
7.62	7.86	BUNTYN ST	Lowell and Malone Ave	17	Urban Collector	1,010	786	2		1,549	61	0.04	D+
5.21	5.29	BURNHAM AVE	N Watkins and Delano Rd	17	Urban Collector	3,070	663	2		1,549	184	0.12	D+
5.54	5.88	BYHALIA RD.	Collierville & Holmes	17	Urban Collector	8,210	260	2	45	1,549	493	0.32	D+
0	0.07	CALHOUN AVE.	Main St and Mulberry St	17	Urban Collector	3,160	838	2		1,549	190	0.12	D+
5.9	6.01	CALHOUN AVE.	Allen St and Hernando St	17	Urban Collector	3,580	839	2		1,549	215	0.14	D+
8.66	8.9	CARNES AV.	Lowell and Malone Ave	17	Urban Collector	340	783	2		1,549	20	0.01	D+
8.9	9.01	CASTALIA ST	Norris Rd and Dunn Rd	17	Urban Collector	3,960	834	2		1,549	238	0.15	D+
9.07	9.35	CASTALIA ST	Norris Rd and Dunn Rd	17	Urban Collector	3,300	835	2		1,549	198	0.13	D+
9.35	9.42	CASTALIA ST	Norris Rd and Dunn Rd	17	Urban Collector	3,300	835	1		1,549	198	0.13	D+
9.64	9.72	CENTRALIA RD.	Dutwiler & Oak	17	Urban Collector	2,850	435	2	30	1,549	171	0.11	D+
2.17	2.68	CENTURY CENTER PKWY	Macon Rd and Goodlett Farms	17	Urban Collector	7,260	678	4	40	6,171	379	0.06	D+
9.8	9.87	CENTURY CENTER PKWY	Macon Rd and Goodlett Farms	17	Urban Collector	7,260	678	2		1,549	436	0.28	D+
0	0.15	CHANNEL AVE.	Wharf & Dock	17	Urban Collector	4,210	509	4	40	6,171	220	0.04	D+
0.15	0.17	CHANNEL AVE.	Wharf & Dock	17	Urban Collector	4,210	509	3	40	4,629	220	0.05	D+
2.82	3.17	CHANNEL AVE.	Wharf & Dock	17	Urban Collector	4,210	509	2		1,549	253	0.16	D+
0.32	0.48	CHELSA AVE.	Duke St & N Graham St	17	Urban Collector	1,980	707	2		1,549	119	0.08	D+
11.95	12.14	CHEROKEE BLVD	Semmes St and Prescott Rd	17	Urban Collector	3,640	770	2		1,549	218	0.14	D+
12.14	12.52	CHERRY RD	Boyce Rd and Kimball Rd	17	Urban Collector	7,440	772	2		1,549	446	0.29	D+
12.52	12.76	CHERRY RD.	Perkins Rd and Outland Rd	17	Urban Collector	4,510	742	2		1,549	271	0.17	D+
12.76	12.84	CHERRY RD.	Knight-Arnold Rd and Cottonwo	17	Urban Collector	5,190	763	4	40	6,171	271	0.04	D+
2.37	2.44	CHIMMEYROCK BLVD	Germatown Rd & Dexter Ln	17	Urban Collector	6,400	647	2		1,549	384	0.25	D+
0	0.38	CHUCH AVE.	Shelby Dr and Raines Rd	17	Urban Collector	1,300	740	2		1,549	78	0.05	D+
1.51	1.58	Church	U.S. 51 & Tchulahoma	17	Urban Collector	10,000	1190	2		1,549	600	0.39	D+
1.58	1.8	CHURCH ST.	Easley & Navy	17	Urban Collector	6,960	543	2	20	1,549	418	0.27	D+
2.13	2.68	CINCINNATI RD.	Perry & Airways	17	Urban Collector	6,250	346	2		1,549	375	0.24	D+
2.82	2.9	CLARKE RD.	Rosewind Cr and Raines Rd	17	Urban Collector	1,110	735	2		1,549	67	0.04	D+
5.14	5.16	CLARKE RD.	Eastern Ave and Poplar Pike	17	Urban Collector	5,930	759	2		1,549	356	0.23	D+
5.79	7.09	CLUBVIEW DR.	Foresr Hill Irene & Center Hil	17	Urban Collector	1,340	631	2		1,549	80	0.05	D+
7.09	7.27	COKER ST.	Poplar Ave and Beard	17	Urban Collector	1,800	860	2		1,549	108	0.07	D+
7.27	7.36	COKER ST.	Poplar Ave and Beard	17	Urban Collector	1,800	860	3	40	4,629	94	0.02	D+
7.36	7.44	COLE RD.	Perkins Rd and Grove Park Rd	17	Urban Collector	2,710	799	2		1,549	163	0.11	D+
7.5	7.58	COLLINS ST	Garden Ln & Poplar Ave	17	Urban Collector	3,910	666	2	35	1,549	235	0.15	D+
7.96	7.97	COLLINS ST	Garden Ln & Poplar Ave	17	Urban Collector	3,910	666	4	35	5,829	204	0.04	D+
9.02	9.42	COLONIAL RD.	Perkins Rd and Grove Park Rd	17	Urban Collector	6,410	797	2		1,549	385	0.25	D+
9.89	10	COLONIAL RD.	Perkins Rd and Grove Park Rd	17	Urban Collector	2,290	796	2		1,549	137	0.09	D+

blm	elm	Route Name	Location	Functional Class	Functional Classification	AADT	Count Station	Lanes	Speed Limit	Capacity	Volume	V/C Ratio	Level of Service
10.59	10.6	COLONIES LN.	Riverdale Rd and Caledonian Rd	17	Urban Collector	3,510	753	2		1,549	211	0.14	D+
11.16	11.52	CORDES RD	Exeter Rd & Brierbrook Rd	17	Urban Collector	2,240	880	2		1,549	134	0.09	D+
0	0.25	CORNING AVE	N Watkins and Delano Rd	17	Urban Collector	2,470	662	2		1,549	148	0.10	D+
0.57	0.62	COTTONWOOD RD.	Curtis & Castleman	17	Urban Collector	8,370	574	2		1,549	502	0.32	D+
0.62	0.68	COTTON PLANT RD.	N Front & N Main	17	Urban Collector	710	865	2	45	1,549	43	0.03	D+
1.47	1.5	CRAFT RD	Briarcrest Ave and Shady Grove	17	Urban Collector	2,470	814	2		1,549	148	0.10	D+
3.09	4.24	CRESTRIDGE DR.	Riverdale Rd and Caledonian Rd	17	Urban Collector	2,340	752	2		1,549	140	0.09	D+
5.42	5.47	CROMWELL AVE.	Shelby Dr and Raines Rd	17	Urban Collector	4,970	741	2		1,549	298	0.19	D+
0	0.43	CROSS COUNTRY DR.	Riverdale Rd and Caledonian Rd	17	Urban Collector	4,180	754	2		1,549	251	0.16	D+
0	0.17	CROSS COUNTRY DR.	N Front & N Main	17	Urban Collector	1,380	866	4	40	6,171	72	0.01	D+
0.17	0.2	CROSS COUNTRY DR.	N Front & N Main	17	Urban Collector	2,840	867	2		1,549	170	0.11	D+
0.63	1.05	CROSS VILLAGE DR.	N Front & N Main	17	Urban Collector	1,380	866	4	40	6,171	72	0.01	D+
1.05	1.09	CROSS VILLAGE DR.	N Front & N Main	17	Urban Collector	1,380	866	2		1,549	83	0.05	D+
1.09	1.18	CUBA-MILLINGTON RD.	U.S. 51 & Wilkinsville	17	Urban Collector	2,450	540	2		1,549	147	0.09	D+
1.18	1.35	CULLY RD	Germantown Rd & Walnut Bend	17	Urban Collector	8,280	641	2		1,549	497	0.32	D+
0	1.56	DAVID ST.	Lowell and Malone Ave	17	Urban Collector	340	783	2		1,549	20	0.01	D+
0	0.07	DAVIES PLANTATION RD.	U.S. 64 & I-40	17	Urban Collector	3,120	560	2		1,549	187	0.12	D+
0.49	0.62	DEADRICK ST	Lowell and Malone Ave	17	Urban Collector	2,430	782	2		1,549	146	0.09	D+
0	0.36	DEE RD	Cherry Rd and Dearing Rd	17	Urban Collector	950	780	2		1,549	57	0.04	D+
0.36	0.49	DELANO AVE	N Watkins and Delano Rd	17	Urban Collector	2,360	659	2		1,549	142	0.09	D+
0.25	0.91	DELP ST.	Pilot Dr and Crowfarm Dr	17	Urban Collector	4,930	743	2		1,549	296	0.19	D+
0	0.17	DEXTER LN.	Germantown Rd & Dexter Ln	17	Urban Collector	14,360	646	2	35	1,549	862	0.56	D+
0	0.24	DEXTER RD.	Germantown Rd & Dexter Ln	17	Urban Collector	14,360	646	4	40	6,171	750	0.12	D+
0	0.38	DOGWOOD RD.	Poplar & Forest Hill-Irene	17	Urban Collector	6,110	228	2	30	1,549	367	0.24	D+
0	0.14	DOGWOOD RD.	Houston-Levee & Bray Station	17	Urban Collector	7,840	439	4	35	5,829	410	0.07	D+
0.14	0.5	DOGWOOD RD.	Houston-Levee & Bray Station	17	Urban Collector	7,840	439	2	35	1,549	470	0.30	D+
0.52	0.56	DOGWOOD RD.	Houston-Levee & Bray Station	17	Urban Collector	7,840	439	2	40	1,549	470	0.30	D+
0.81	0.83	DOGWOOD RD.	Poplar & Forest Hill-Irene	17	Urban Collector	6,110	228	2	35	1,549	367	0.24	D+
0.83	1.1	DOGWOOD RD.	Poplar & Forest Hill-Irene	17	Urban Collector	6,110	228	4	35	5,829	319	0.05	D+
0.56	0.87	DORMEDARY DR	Germantown Rd & Appling Rd	17	Urban Collector	1,450	651	2		1,549	87	0.06	D+
1.04	1.24	DUNN AVE	Labelle St and Pendleton St	17	Urban Collector	2,760	767	2		1,549	166	0.11	D+
1.24	1.43	DUNN RD.	Perry & Airways	17	Urban Collector	6,250	346	2		1,549	375	0.24	D+
1.58	2.01	DUNN RD.	Perry & Airways	17	Urban Collector	6,250	346	4	40	6,171	327	0.05	D+
2.18	3.28	DWIGHT RD	Lamar Ave and New Getwell	17	Urban Collector	1,910	765	2		1,549	115	0.07	D+
6.73	7.53	E SHADOWLAWN RD	Whitten Rd & Appling Rd	17	Urban Collector	4,430	653	2		1,549	266	0.17	D+
7.53	7.73	EAST ST	Mem-Arlington & Dawnhill	17	Urban Collector	520	704	2		1,549	31	0.02	D+
8.27	10.67	EAST ST.	Clack and Orleans St	17	Urban Collector	4,020	844	2		1,549	241	0.16	D+
10.94	11.08	EGYPT-CENTRAL/FISKE RD	Dutwiler & Oak	17	Urban Collector	2,850	435	4	35	5,829	149	0.03	D+
11.08	11.13	EGYPT-CENTRAL/FISKE RD	Dutwiler & Oak	17	Urban Collector	2,850	435	2	35	1,549	171	0.11	D+
1.76	1.84	ELMO AVE	New Allen & Raleigh-Millington	17	Urban Collector	4,420	447	4	40	6,171	231	0.04	D+
0.87	1.23	ELMO RD	Egypt-Central & Austin Peay	17	Urban Collector	1,660	694	2		1,549	100	0.06	D+
0	0.25	ELMORE BDKS DR	Sycamore View & U.S. 70	17	Urban Collector	5,590	454	2		1,549	335	0.22	D+
0.7	0.8	ELMORE PARK RD.	Pleasant View Rd & Elmore Rd	17	Urban Collector	4,010	689	2		1,549	241	0.16	D+
0.8	0.85	ELMORE PARK RD.	Pleasant View Rd & Elmore Rd	17	Urban Collector	4,010	689	4	40	6,171	210	0.03	D+
0.97	1.05	EMERALD ST.	Eastern Ave and Poplar Pike	17	Urban Collector	1,300	758	2		1,549	78	0.05	D+
1.29	1.39	FAIRWAY AVE	Briarcrest Ave and Shady Grove	17	Urban Collector	3,580	813	2		1,549	215	0.14	D+
1.48	1.63	FARDNIA RD.	Briarcrest Ave and Shady Grove	17	Urban Collector	6,670	816	2		1,549	400	0.26	D+

blm	elm	Route Name	Location	Functional Class	Functional Classification	AADT	Count Station	Lanes	Speed Limit	Capacity	Volume	V/C Ratio	Level of Service
0	0.31	FENWICK RD	Garden Ln & Poplar Ave	17	Urban Collector	2,960	665	2		1,549	178	0.11	D+
7.05	7.35	FIELDS RD.	Briarcrest Ave and Shady Grove	17	Urban Collector	1,680	811	2		1,549	101	0.07	D+
7.35	7.37	FINLEY RD.	Briarcrest Ave and Shady Grove	17	Urban Collector	7,280	817	2		1,549	437	0.28	D+
7.37	7.44	FITE RD.	Locke & Fite	17	Urban Collector	470	21	2		1,549	28	0.02	D+
7.44	7.56	FLICKER ST	N Watkins and Delano Rd	17	Urban Collector	840	664	2		1,549	50	0.03	D+
2.47	2.78	FLORIDA ST.	Court & Madison	17	Urban Collector	12,210	217	2		1,549	733	0.47	D+
2.92	2.98	FLOWERING PEACH DR.	Eastern Ave and Poplar Pike	17	Urban Collector	5,930	759	2		1,549	356	0.23	D+
2.98	3.05	FONTAINE RD.	I-55 and Airways	17	Urban Collector	3,060	823	2		1,549	184	0.12	D+
0	0.33	FORD RD	Mitchell Rd and Peebles Rd	17	Urban Collector	2,090	825	2		1,549	125	0.08	D+
0.33	0.48	FOREST HILL-IRENE RD.	Shelby & Winchester	17	Urban Collector	7,250	414	2	45	1,549	435	0.28	D+
3.38	4.68	FOREST HILL-IRENE RD.	Shelby & Winchester	17	Urban Collector	7,250	414	2	35	1,549	435	0.28	D+
4.68	4.76	FOREST HILL-IRENE RD.	Shelby & Winchester	17	Urban Collector	7,250	414	4	35	5,829	379	0.06	D+
5.17	5.2	FOX PLAZA DR.	Eastern Ave and Poplar Pike	17	Urban Collector	3,470	760	2		1,549	208	0.13	D+
5.2	5.33	FRANK RD.	Byhalia Rd & Hwy 72	17	Urban Collector	5,600	903	2		1,549	336	0.22	D+
5.76	5.85	FRANK RD.	Houston-Levee & Bray Station	17	Urban Collector	7,840	439	2	45	1,549	470	0.30	D+
5.9	6.03	FRISCO AVE.	Perry & Airways	17	Urban Collector	6,250	346	2		1,549	375	0.24	D+
6.29	6.38	GARDEN LN	N Watkins and Delano Rd	17	Urban Collector	840	664	2		1,549	50	0.03	D+
6.85	7.09	GEORGIA AVE.	Court & Madison	17	Urban Collector	12,210	217	2		1,549	733	0.47	D+
7.09	7.76	GERMANTOWN RD.	Shelby & Winchester	17	Urban Collector	8,200	580	2		1,549	492	0.32	D+
9.16	9.46	GIVEN AVE.	Jackson Ave & National St	17	Urban Collector	950	686	2		1,549	57	0.04	D+
9.46	9.77	GOODLET FARMS PKWY	Macon Rd and Goodlett Farms	17	Urban Collector	7,260	678	4	40	6,171	379	0.06	D+
10.12	10.79	GOODLETT RD.	Knight-Arnold Rd and Cottonwo	17	Urban Collector	5,190	763	2		1,549	311	0.20	D+
11.97	12.6	GOODLETT RD.	Knight-Arnold Rd and Cottonwo	17	Urban Collector	5,190	763	4	40	6,171	271	0.04	D+
12.6	12.83	GOODWYN ST	Lowell and Malone Ave	17	Urban Collector	2,540	788	2		1,549	152	0.10	D+
13.78	13.88	GRACELAND DR.	I-55 and Airways	17	Urban Collector	3,400	819	2		1,549	204	0.13	D+
15.94	16.28	GRAHAM ST.	Walnut Grove & Minden Rd	17	Urban Collector	2,550	672	2		1,549	153	0.10	D+
16.28	16.52	GRAVES RD	Briarcrest Ave and Shady Grove	17	Urban Collector	2,470	814	2		1,549	148	0.10	D+
18.09	18.18	GREER ST	Lowell and Malone Ave	17	Urban Collector	4,210	790	2		1,549	253	0.16	D+
18.32	19.82	GROVE PARK RD.	Lowell and Malone Ave	17	Urban Collector	4,020	794	2		1,549	241	0.16	D+
0	0.16	HARBOR AVE.	Wharf & Dock	17	Urban Collector	4,210	509	4	40	6,171	220	0.04	D+
0.16	0.29	HARBOR AVE.	Wharf & Dock	17	Urban Collector	4,210	509	2		1,549	253	0.16	D+
19.91	21.4	HARBOR AVE.	Port & Channel	17	Urban Collector	7,840	508	5	40	7,714	410	0.05	D+
21.4	21.73	HARBOR AVE.	Port & Channel	17	Urban Collector	7,840	508	4	40	6,171	410	0.07	D+
0.29	0.52	HARVESTER LN	N Watkins and Delano Rd	17	Urban Collector	2,750	660	2		1,549	165	0.11	D+
0	0.07	HAWKINS MILL RD.	University & Mountain Terrace	17	Urban Collector	2,600	582	2	40	1,549	156	0.10	D+
0.29	0.33	HAWKINS MILL RD.	St. Elmo & Frayser	17	Urban Collector	8,910	410	2	40	1,549	535	0.35	D+
0.33	0.36	HAWKINS MILL RD.	Hawkins Mill & St. Elmo	17	Urban Collector	3,870	583	2	40	1,549	232	0.15	D+
3.07	3.85	HAYNES ST	Lowell and Malone Ave	17	Urban Collector	770	787	2		1,549	46	0.03	D+
0	1.14	HERNANDO RD	Kansas St and Arkansas St	17	Urban Collector	5,580	830	2		1,549	335	0.22	D+
0	0.32	HICKORY MEADWO RD.	N Front & N Main	17	Urban Collector	3,080	864	2		1,549	185	0.12	D+
0.26	0.28	HIGH POINT TERRACE	Garden Ln & Poplar Ave	17	Urban Collector	3,070	671	2		1,549	184	0.12	D+
0.28	0.3	HIGHLAND RD.	Chelsea & I-240	17	Urban Collector	4,850	397	4	40	6,171	253	0.04	D+
0	0.65	HILLBROOK RD	Briarcrest Ave and Shady Grove	17	Urban Collector	1,590	809	2		1,549	95	0.06	D+
0	0.44	HILLSHIRE DR	Dexter Rd and Amberly Village	17	Urban Collector	5,220	680	2		1,549	313	0.20	D+
1.55	1.58	HOBSON RD	Hawkins Mill & Ramil	17	Urban Collector	1,990	721	2		1,549	119	0.08	D+
0	0.15	HODGE RD	Briarcrest Ave and Shady Grove	17	Urban Collector	3,750	812	2		1,549	225	0.15	D+
0.24	0.33	HOLMES RD.	Vollintine Ave & Chelsea Ave	17	Urban Collector	1,960	713	2		1,549	118	0.08	D+

blm	elm	Route Name	Location	Functional Class	Functional Classification	AADT	Count Station	Lanes	Speed Limit	Capacity	Volume	V/C Ratio	Level of Service
0	0.34	HOLMES ST	Sam Cooper & Waynoka	17	Urban Collector	8,430	588	2		1,549	506	0.33	D+
2.61	2.82	HOMER ST.	Chelsea & I-240	17	Urban Collector	4,850	397	2		1,549	291	0.19	D+
3.22	3.44	HOMEWOOD RD	Hollywood St & Birchfield Dr	17	Urban Collector	1,310	719	2		1,549	79	0.05	D+
0.75	0.77	HOMEWOOD RD.	Premier Ave and Watman Ave	17	Urban Collector	2,370	749	2		1,549	142	0.09	D+
0.96	1.04	Horn Lake	Goodman & DeSoto	17	Urban Collector	4,500	5310	2		1,549	270	0.17	D+
1.04	1.17	HORN LAKE RD.	Shelby & Holmes	17	Urban Collector	7,500	373	4	40	6,171	392	0.06	D+
2.64	2.71	HORNSBY DR.	Briarcrest Ave and Shady Grove	17	Urban Collector	2,030	807	2		1,549	122	0.08	D+
2.71	2.73	HUDGGIN RD.	Briarcrest Ave and Shady Grove	17	Urban Collector	4,200	806	2		1,549	252	0.16	D+
3.54	3.71	IVAN RD	Briarcrest Ave and Shady Grove	17	Urban Collector	3,750	812	2		1,549	225	0.15	D+
0	0.09	JACK CARLEY CAUSEWAY	Riverside & Trigg	17	Urban Collector	12,250	507	5	40	7,714	640	0.08	D+
4.44	4.91	JACK CARLEY CAUSEWAY	Riverside & Trigg	17	Urban Collector	12,250	507	2		1,549	735	0.47	D+
4.91	5.21	JACK CARLEY CAUSEWAY	Riverside & Trigg	17	Urban Collector	12,250	507	4	40	6,171	640	0.10	D+
0.08	0.1	JAMES RD	New Allen & Highland	17	Urban Collector	3,340	379	2		1,549	200	0.13	D+
0	0.32	JOHNSON AVE.	Garden Ln & Poplar Ave	17	Urban Collector	3,950	669	2		1,549	237	0.15	D+
1.37	1.79	JOHNSON RD	Kirby & Winchester	17	Urban Collector	5,460	635	2		1,549	328	0.21	D+
2.23	2.32	JOHNSON RD.	Houston-Levee & Bray Station	17	Urban Collector	7,840	439	2	35	1,549	470	0.30	D+
2.68	2.99	JONAH AVE	Byhalia Rd & Hwy 72	17	Urban Collector	1,650	907	2		1,549	99	0.06	D+
3.01	3.24	JONAH AVE	Byhalia Rd & Hwy 72	17	Urban Collector	1,650	907	4	40	6,171	86	0.01	D+
3.39	3.47	JONETTA ST	Briarcrest Ave and Shady Grove	17	Urban Collector	1,490	810	2		1,549	89	0.06	D+
3.84	4.04	JOSEPHINE ST.	Park & Barron	17	Urban Collector	11,490	517	4	40	6,171	600	0.10	D+
4.04	4.45	JOSEPHINE ST.	Park & Barron	17	Urban Collector	11,490	517	2		1,549	689	0.45	D+
4.7	5.61	KANSAS ST.	Person & Mallory	17	Urban Collector	5,360	592	4	40	6,171	280	0.05	D+
0	0.17	KATE BOND RD.	Whitten Rd & Appling Rd	17	Urban Collector	8,550	652	2	35	1,549	513	0.33	D+
0.53	0.75	KERR AVE	Elvis Presley & I-240	17	Urban Collector	6,520	604	2		1,549	391	0.25	D+
0	0.17	KIMBALL AVE	Byhalia Rd & Hwy 72	17	Urban Collector	1,650	907	2		1,549	99	0.06	D+
0.17	0.47	KINGHAM DR.	Riverdale Rd and Caledonian Rd	17	Urban Collector	3,510	753	2		1,549	211	0.14	D+
0.47	0.63	KIRBY RD.	Poplar Pike & Quince	17	Urban Collector	4,650	101	2	45	1,549	279	0.18	D+
0	0.28	KIRBY WHITTEN RD.	Ellendale & Memphis-Arlington	17	Urban Collector	8,050	436	6	40	9,257	421	0.05	D+
0.28	0.31	KNIGHT RD.	Eastern Ave and Poplar Pike	17	Urban Collector	5,950	762	4	40	6,171	311	0.05	D+
0.31	0.55	KNIGHT RD.	Eastern Ave and Poplar Pike	17	Urban Collector	5,950	762	2		1,549	357	0.23	D+
0	0.61	LABELLE ST.	Lamar Ave and New Getwell	17	Urban Collector	4,950	766	2		1,549	297	0.19	D+
0	0.65	LAFAYETTE ST.	Lowell and Malone Ave	17	Urban Collector	2,370	789	2		1,549	142	0.09	D+
0.4	0.64	LAKE VALLEY DR.	Holmes Rd and Shelby Dr	17	Urban Collector	1,970	726	2		1,549	118	0.08	D+
0.64	0.75	LAKEVIEW DR	Briarcrest Ave and Shady Grove	17	Urban Collector	3,750	812	2		1,549	225	0.15	D+
0	0.44	LANE AVE.	Weakley & Life	17	Urban Collector	900	564	2		1,549	54	0.03	D+
0.11	0.2	LATHAM ST	Allen St and Hernando St	17	Urban Collector	3,190	841	2		1,549	191	0.12	D+
0.62	1.29	LATHAM ST.	Kansas St and Arkansas St	17	Urban Collector	3,180	828	4	40	6,171	166	0.03	D+
1.64	1.79	LATHAM ST.	Kansas St and Arkansas St	17	Urban Collector	3,180	828	2		1,549	191	0.12	D+
1.79	2.04	LEHR DR.	I-55 and Airways	17	Urban Collector	3,400	819	2		1,549	204	0.13	D+
2.04	2.57	LEVI RD	Horn Lake & McCain	17	Urban Collector	7,040	595	2		1,549	422	0.27	D+
5.28	6.91	LINDEN ST.	Main & Front	17	Urban Collector	2,950	367	2		1,549	177	0.11	D+
7.5	7.56	LITTLEMORE DR	Germatown Rd & Dexter Ln	17	Urban Collector	6,400	647	4	40	6,171	334	0.05	D+
8.15	8.32	LONG CREEK RD.	Forres Hill Irene & Center Hil	17	Urban Collector	2,400	628	2	30	1,549	144	0.09	D+
8.32	8.47	LOW RANGE RD.	Forres Hill Irene & Center Hil	17	Urban Collector	8,310	630	2		1,549	499	0.32	D+
8.71	8.82	LYNCBURG ST	Mem-Arlington & Dawnhill	17	Urban Collector	3,050	700	2		1,549	183	0.12	D+
9.36	9.63	LYNNFIELD RD.	Cherry Rd and Dearing Rd	17	Urban Collector	8,670	778	2		1,549	520	0.34	D+
0	7.73	MACON RD.	Germantown Pkwy. & Rocky Poin	17	Urban Collector	12,470	84	2	30	1,549	748	0.48	D+

blm	elm	Route Name	Location	Functional Class	Functional Classification	AADT	Count Station	Lanes	Speed Limit	Capacity	Volume	V/C Ratio	Level of Service
10.96	11.62	MACON RD.	Germantown Pkwy. & Rocky Point	17	Urban Collector	12,470	84	2	45	1,549	748	0.48	D+
		MACON RD.	Reed Hooker & Coll.-Arlington	17	Urban Collector	3,890	418	2	45	1,549	233	0.15	D+
0	3.62	MADISON AVE.	Fourth & Danny Thomas	17	Urban Collector	6,020	484	2		1,549	361	0.23	D+
		MADISON AVE.	Fourth & Danny Thomas	17	Urban Collector	6,020	484	3	40	4,629	315	0.07	D+
0	0.2	MALLORY RD	Cherry Rd and Dearing Rd	17	Urban Collector	3,840	773	2		1,549	230	0.15	D+
0	1.06	MALONE RD.	Raines & Shelby	17	Urban Collector	4,080	578	4	40	6,171	213	0.03	D+
0.71	0.86	MALONE RD.	Raines & Shelby	17	Urban Collector	4,080	578	2		1,549	245	0.16	D+
1.06	1.23	MARIA ST.	Jackson Ave & National St	17	Urban Collector	1,840	684	2		1,549	110	0.07	D+
1.23	1.93	MARINNESS DR.	Cherry Rd and Dearing Rd	17	Urban Collector	8,670	778	2		1,549	520	0.34	D+
1.93	2.1	MARKET BLVD.	Kirby & Winchester	17	Urban Collector	5,250	636	2		1,549	315	0.20	D+
6.38	13.44	MARKET BLVD.	Kirby & Winchester	17	Urban Collector	5,250	636	4	40	6,171	274	0.04	D+
13.44	13.65	MARSH AVE	N Watkins and Delano Rd	17	Urban Collector	2,750	660	2		1,549	165	0.11	D+
13.65	13.66	MARSHALL AVE.	Danny Thomas and Lauderdale St	17	Urban Collector	3,800	854	4	40	6,171	199	0.03	D+
13.66	13.73	MASON RD.	Byhalia Rd & Hwy 72	17	Urban Collector	3,520	894	2		1,549	211	0.14	D+
14.4	14.61	MASSEY RD.	Eastern Ave and Poplar Pike	17	Urban Collector	4,330	756	2		1,549	260	0.17	D+
15.52	20.11	MCCALL AVE.	Oakview St and Kyle St	17	Urban Collector	5,910	850	2		1,549	355	0.23	D+
0	0.7	MCVAY RD.	Hacks Cross & Cedar Rige	17	Urban Collector	1,540	871	2		1,549	92	0.06	D+
6.07	8.65	MEMPHIS ARLINGTON RD	Byhalia Rd & Hwy 72	17	Urban Collector	280	909	2		1,549	17	0.01	D+
8.65	12.79	MEMPHIS ARLINGTON RD	Dutwiler & Oak	17	Urban Collector	2,850	435	2	30	1,549	171	0.11	D+
0	0.33	MEMPHIS-ARLINGTON RD	Billy Maher & Dutwiler	17	Urban Collector	10,820	53	2		1,549	649	0.42	D+
6.09	6.9	MEMPHIS-ARLINGTON RD	Stage & Yale	17	Urban Collector	6,080	584	2		1,549	365	0.24	D+
6.9	7.86	MENDENHALL RD	McCrory & Summer	17	Urban Collector	4,410	590	4	40	6,171	230	0.04	D+
7.86	7.94	MENDENHALL RD	McCrory & Summer	17	Urban Collector	4,410	590	2		1,549	265	0.17	D+
7.94	9.95	MESSICK RD.	Kirby Pkwy & Kirby Rd.	17	Urban Collector	4,340	572	2		1,549	260	0.17	D+
10.59	11.38	MIDLAND AVE	Lowell and Malone Ave	17	Urban Collector	970	792	2		1,549	58	0.04	D+
15.26	21.48	MILLER FARMS RD	Poplar Ave & Neshoba Rd	17	Urban Collector	1,990	875	2		1,549	119	0.08	D+
		MILLINGTON ST	Floyd & Carrollton	17	Urban Collector	3,080	565	2		1,549	185	0.12	D+
		MILLINGTON ST	Floyd & Carrollton	17	Urban Collector	3,080	565	4	40	6,171	161	0.03	D+
0	0.41	MIMOSA AVE.	Garden Ln & Poplar Ave	17	Urban Collector	2,670	668	2		1,549	160	0.10	D+
0.73	0.81	MISSISSIPPI BLVD.	Allen St and Hernando St	17	Urban Collector	3,580	839	2		1,549	215	0.14	D+
0	0.38	MITCHELL RD.	Fuller State Park & Weaver	17	Urban Collector	1,040	510	2		1,549	62	0.04	D+
8.26	8.38	MONROE AVE.	Danny Thomas and Lauderdale St	17	Urban Collector	1,850	852	4	40	6,171	97	0.02	D+
8.38	8.93	MONROE AVE.	Danny Thomas and Lauderdale St	17	Urban Collector	1,850	852	3	40	4,629	97	0.02	D+
0	1.51	MOUNTAIN TERRACE	I-240 & Chelsea Ave	17	Urban Collector	3,990	715	2		1,549	239	0.15	D+
10.85	11.76	MULLINS STATION RD	State Rd and Patmore Rd	17	Urban Collector	3,210	675	2	30	1,549	193	0.12	D+
12.49	12.67	N AVALON ST	Byhalia Rd & Hwy 72	17	Urban Collector	5,600	900	4	40	6,171	293	0.05	D+
12.67	13.43	N AVALON ST	Byhalia Rd & Hwy 72	17	Urban Collector	5,600	900	2		1,549	336	0.22	D+
0	0.26	N EVERGREEN ST	Peabody & Union	17	Urban Collector	5,610	598	4	40	6,171	293	0.05	D+
0.13	0.35	N EVERGREEN ST	Peabody & Union	17	Urban Collector	5,610	598	2		1,549	337	0.22	D+
0.26	0.47	N EVERGREEN ST	Peabody & Union	17	Urban Collector	5,610	598	3	40	4,629	293	0.06	D+
0	0.38	N. BELLEVUE BLVD.	Manassas & Morehead	17	Urban Collector	4,600	563	2		1,549	276	0.18	D+
0.31	0.71	N. CIRCLE RD.	Locke & Fite	17	Urban Collector	470	21	2	45	1,549	28	0.02	D+
0.38	0.61	N. CIRCLE RD.	Locke & Fite	17	Urban Collector	470	21	2	35	1,549	28	0.02	D+
4.33	4.38	N. EVERGREEN ST	Poplar Ave and Beard	17	Urban Collector	1,810	859	2		1,549	109	0.07	D+
4.38	4.46	N. HIGHLAND ST.	Summer & Macon	17	Urban Collector	11,660	458	4	40	6,171	609	0.10	D+
0.89	1	N. LAUDERDALE ST.	Exchange Ave and I-40	17	Urban Collector	1,810	861	4	40	6,171	95	0.02	D+
1	1.1	N. LAUDERDALE ST.	Exchange Ave and I-40	17	Urban Collector	1,810	861	2		1,549	109	0.07	D+

blm	elm	Route Name	Location	Functional Class	Functional Classification	AADT	Count Station	Lanes	Speed Limit	Capacity	Volume	V/C Ratio	Level of Service
1.54	2.11	N. MANASSAS ST.	North Parkway & I-40	17	Urban Collector	2,380	469	2		1,549	143	0.09	D+
0	3.67	N. SEVENTH ST.	Weakley & Life	17	Urban Collector	900	564	2		1,549	54	0.03	D+
0.79	1.1	NEELY RD.	Raines & Fairway	17	Urban Collector	10,210	596	4	40	6,171	533	0.09	D+
1.28	1.33	NEW BRUNSWICK RD.	Davies Plantation & Ellis	17	Urban Collector	2,960	559	2	35	1,549	178	0.11	D+
1.33	1.4	NEWBERRY AVE.	Holmes Rd and Shelby Dr	17	Urban Collector	1,520	732	2		1,549	91	0.06	D+
13.53	13.98	NORTHAVEN DR.	Locke & Fite	17	Urban Collector	470	21	2	35	1,549	28	0.02	D+
13.98	14.3	OAK RD.	Memphis-Arlington & U.S. 70	17	Urban Collector	3,360	437	2		1,549	202	0.13	D+
15.75	15.99	OAK RD.	Dutwiler & Oak	17	Urban Collector	2,850	435	2	35	1,549	171	0.11	D+
15.99	16.2	OAKLEIGH LN.	Hacks Cross & Cedar Rige	17	Urban Collector	2,250	869	2	30	1,549	135	0.09	D+
16.2	16.44	OLD BROWNSVILLE RD	Egypt-Central & Austin Peay	17	Urban Collector	1,660	694	2		1,549	100	0.06	D+
16.44	16.79	OLD GETWELL RD.	Premier Ave and Watman Ave	17	Urban Collector	2,670	747	2		1,549	160	0.10	D+
18.59	18.8	OLD HWY. - 78	Republic Dr and Universal Dr	17	Urban Collector	7,830	724	2		1,549	470	0.30	D+
18.8	18.84	OLD LAMAR AV.	Perkins Rd and Outland Rd	17	Urban Collector	4,510	742	2		1,549	271	0.17	D+
0	5.15	ORCHI RD.	Duke St & N Graham St	17	Urban Collector	3,490	708	2		1,549	209	0.14	D+
5.15	8.17	OUTLAND RD.	Perkins Rd and Outland Rd	17	Urban Collector	4,510	742	2		1,549	271	0.17	D+
0	0.06	OVERTON CROSSING ST.	St. Elmo & Frayer	17	Urban Collector	8,910	410	4	40	6,171	466	0.08	D+
0.85	0.97	OVERTON CROSSING ST.	St. Elmo & Frayer	17	Urban Collector	8,910	410	2	40	1,549	535	0.35	D+
0.01	0.48	OVERTON PARK AVE	Overton Ave and Autumn Ave	17	Urban Collector	2,980	858	4	40	6,171	156	0.03	D+
0.18	1.01	OVERTON PARK AVE	Overton Ave and Autumn Ave	17	Urban Collector	2,980	858	2		1,549	179	0.12	D+
0	1.47	PATTERSON ST	Lowell and Malone Ave	17	Urban Collector	4,610	793	2		1,549	277	0.18	D+
0.84	0.89	PENDLETON ST.	Park & Barron	17	Urban Collector	11,490	517	4	40	6,171	600	0.10	D+
0.89	1.04	PERES AVE.	Vollintine Ave & Chelsea Ave	17	Urban Collector	4,490	712	2		1,549	269	0.17	D+
0	0.07	PERKINS RD	Cole & Poplar	17	Urban Collector	6,060	567	2		1,549	364	0.23	D+
0	0.35	PERKINS RD.	Summer Ave & McCrory Rd	17	Urban Collector	5,160	687	2		1,549	310	0.20	D+
0	0.37	PERRY RD	Norris Rd and Dunn Rd	17	Urban Collector	6,610	832	2		1,549	397	0.26	D+
3.96	4.09	PERRY RD	Norris Rd and Dunn Rd	17	Urban Collector	6,610	832	4	40	6,171	345	0.06	D+
4.09	4.61	PERRY RD.	Perry & Airways	17	Urban Collector	6,250	346	2		1,549	375	0.24	D+
4.61	5.46	PERSHING AVE.	Dexter Rd and Amberly Village	17	Urban Collector	2,060	681	2		1,549	124	0.08	D+
0	0.81	PERSON AVE.	Kansas St and Arkansas St	17	Urban Collector	1,760	827	2		1,549	106	0.07	D+
0	1.13	PETERSON LAKE RD.	Tenn. Hwy. 57 & Collierville-A	17	Urban Collector	5,590	441	2		1,549	335	0.22	D+
		PLAYERS CLUB PKWY.	Foresr Hill Irene & Center Hil	17	Urban Collector	3,290	632	2		1,549	197	0.13	D+
		PLEASANT HILL RD.	Holmes & DeSoto Co. Line	17	Urban Collector	4,190	121	2		1,549	251	0.16	D+
		POINT CHURCH RD.	Hawkins Mill & St. Elmo	17	Urban Collector	3,870	583	2		1,549	232	0.15	D+
		POPE ST.	Dexter Rd and Amberly Village	17	Urban Collector	3,880	682	2		1,549	233	0.15	D+
		POPLAR ESTATE PKWY	Cherry Rd and Dearing Rd	17	Urban Collector	2,400	776	2		1,549	144	0.09	D+
9.9	10.06	POWELL RD.	Foresr Hill Irene & Center Hil	17	Urban Collector	4,990	625	2		1,549	299	0.19	D+
10.2	10.31	PREMIER AVE.	Premier Ave and Watman Ave	17	Urban Collector	1,260	748	2		1,549	76	0.05	D+
0	1.18	PRESCOTT RD.	Raines Rd and Christine Rd	17	Urban Collector	1,710	746	2		1,549	103	0.07	D+
0.15	0.19	PRINCETON RD.	Walnut Grove & Minden Rd	17	Urban Collector	3,120	673	2		1,549	187	0.12	D+
0	0.16	PROSPECT ST.	Kansas St and Arkansas St	17	Urban Collector	3,150	829	2		1,549	189	0.12	D+
0.54	0.74	QUITO RD.	N Front & N Main	17	Urban Collector	3,080	864	2		1,549	185	0.12	D+
1.03	1.15	QUITO RD.	Shelby Road & West Union	17	Urban Collector	3,370	17	2		1,549	202	0.13	D+
0	3.32	RAGAN ST	Norris Rd and Dunn Rd	17	Urban Collector	1,910	833	2		1,549	115	0.07	D+
6.27	6.53	RAINES RD.	Prescott Rd and Tchulahoma Rd	17	Urban Collector	4,430	745	2		1,549	266	0.17	D+
6.53	7.02	RALEIGH-LA GRANGE RD.	Houston Levee & Monterey	17	Urban Collector	3,780	104	2		1,549	227	0.15	D+
7.02	7.2	RALEIGH-LAGRANGE RD.	Austin & Coleman Rd	17	Urban Collector	7,700	705	2		1,549	462	0.30	D+
7.22	8.02	RALEIGH-LAGRANGE RD.	Germantown Rd & Walnut Bend	17	Urban Collector	1,160	640	2		1,549	70	0.04	D+

blm	elm	Route Name	Location	Functional Class	Functional Classification	AADT	Count Station	Lanes	Speed Limit	Capacity	Volume	V/C Ratio	Level of Service
8.11	11.58	RALEIGH-MILLINGTON RD	Hawkins Mill & Ramil	17	Urban Collector	5,410	720	2	35	1,549	325	0.21	D+
18.84	21.86	RANGE LINE RD.	University & Mountain Terrace	17	Urban Collector	2,600	582	2	40	1,549	156	0.10	D+
22.29	22.39	REESE RD.	Whitten Rd & Appling Rd	17	Urban Collector	8,550	652	2	30	1,549	513	0.33	D+
24.92	25.67	RICHMOND RD.	Foresr Hill Irene & Center Hil	17	Urban Collector	2,400	628	2	30	1,549	144	0.09	D+
15.63	16.78	RICHWOOD PL.	Foresr Hill Irene & Center Hil	17	Urban Collector	2,400	628	2	30	1,549	144	0.09	D+
19.59	20.04	RIDGEMONT RD.	Coleman & Covington Pike	17	Urban Collector	8,520	423	2		1,549	511	0.33	D+
20.04	20.05	RIDGEWAY BLVD.	Ridgeway Rd and Hickory Hill R	17	Urban Collector	6,560	733	4	40	6,171	343	0.06	D+
21.39	22.12	RIDGEWAY RD.	Winchester & Knight-Arnold	17	Urban Collector	17,570	575	4	40	6,171	918	0.15	D+
22.12	22.84	RIDGEWAY RD.	Winchester & Knight-Arnold	17	Urban Collector	17,570	575	2		1,549	1,054	0.68	E
24.69	25.62	RIVERDALE RD.	Poplar Ave & Neshoba Rd	17	Urban Collector	2,030	873	2		1,549	122	0.08	D+
27.19	27.53	RIVERDALE RD.	Byhalia Rd & Hwy 72	17	Urban Collector	7,160	912	4	45	6,514	374	0.06	D+
27.53	27.62	RIVERDALE ST	Eastern Ave and Poplar Pike	17	Urban Collector	1,070	755	2		1,549	64	0.04	D+
27.62	28.27	RIVERGATE RD.	Mallory Av and Rivergate Rd	17	Urban Collector	4,010	826	2	45	1,549	241	0.16	D+
28.27	28.74	RIVERPORT RD.	Mallory Av and Rivergate Rd	17	Urban Collector	4,010	826	2	35	1,549	241	0.16	D+
30.47	30.8	RIVERPORT RD.	Mallory Av and Rivergate Rd	17	Urban Collector	4,010	826	2	45	1,549	241	0.16	D+
0	0.95	RIVERSIDE BLVD.	Trigg Ave and McLemore Ave	17	Urban Collector	890	837	4	40	6,171	47	0.01	D+
0.95	1.09	RIVERSIDE BLVD.	Riverside & Trigg	17	Urban Collector	12,250	507	2		1,549	735	0.47	D+
1.61	1.73	RIVERSIDE BLVD.	Union & Beale	17	Urban Collector	13,890	173	4	40	6,171	726	0.12	D+
1.82	3.29	ROBERTSON RD.	North Watkins & Benjestown Rd	17	Urban Collector	2,210	656	6	40	9,257	115	0.01	D+
15.97	16.63	ROCKCREEK PKWY	Germatown Rd & Dexter Ln	17	Urban Collector	4,780	648	4	35	5,829	250	0.04	D+
16.85	16.95	ROCKINGHAM RD.	Holmes Rd and Shelby Dr	17	Urban Collector	1,470	728	2		1,549	88	0.06	D+
16.95	16.98	ROCKY POINT RD.	Germantown Rd & Walnut Bend	17	Urban Collector	720	644	2		1,549	43	0.03	D+
0	0.84	ROSS RD.	Raines & Shelby	17	Urban Collector	6,060	579	2		1,549	364	0.23	D+
4.26	5.15	RUST RD.	Locke & Fite	17	Urban Collector	470	21	2	45	1,549	28	0.02	D+
5.15	5.43	S. BELLEVUE BLVD.	Peabody & Lamar	17	Urban Collector	13,100	150	4	35	5,829	684	0.12	D+
5.53	5.74	S. CIRCLE RD.	Locke & Fite	17	Urban Collector	470	21	2	35	1,549	28	0.02	D+
0	0.34	S. FRONT ST.	Court & Madison	17	Urban Collector	12,210	217	2		1,549	733	0.47	D+
0	0.04	S. FRONT ST.	Court & Madison	17	Urban Collector	12,210	217	3	40	4,629	638	0.14	D+
0.04	0.09	S. MAIN ST.	Calhoun & Georgia	17	Urban Collector	2,720	500	2		1,549	163	0.11	D+
0	0.54	SCENIC HWY	New Allen & Highland	17	Urban Collector	3,340	379	2		1,549	200	0.13	D+
0.66	0.82	SCHEIBLER RD	Mem-Arlington & Dawnhill	17	Urban Collector	1,550	701	2		1,549	93	0.06	D+
0	0.09	SCHOOL AVE.	Easley & Navy	17	Urban Collector	6,960	543	2	20	1,549	418	0.27	D+
0	0.4	SCHOOLFIELD RD.	Hawkins Mill & Ramil	17	Urban Collector	4,610	722	2	35	1,549	277	0.18	D+
0.88	1.01	SCOTLAND RD.	Hollywood St & Birchfield Dr	17	Urban Collector	1,180	718	2		1,549	71	0.05	D+
0	0.13	SCOTTSDALE AVE.	Holmes Rd and Shelby Dr	17	Urban Collector	1,080	731	2		1,549	65	0.04	D+
2.16	2.45	SCOTTSDALE AVE.	Shelby Dr and Raines Rd	17	Urban Collector	1,250	739	2		1,549	75	0.05	D+
0	0.07	SEA ISLE RD	Cherry Rd and Dearing Rd	17	Urban Collector	830	775	2		1,549	50	0.03	D+
0	0.1	SEWANNE RD.	Briarcrest Ave and Shady Grove	17	Urban Collector	1,680	811	2		1,549	101	0.07	D+
1.19	1.47	SEWANNE RD.	Weaver & U.S. 61	17	Urban Collector	4,200	132	2		1,549	252	0.16	D+
9.13	9.32	SHADOWAND RD	Whitten Rd & Appling Rd	17	Urban Collector	4,430	653	2		1,549	266	0.17	D+
0	0.37	SHADY GROVE RD	Oak Grove & Yates	17	Urban Collector	6,290	569	2		1,549	377	0.24	D+
0	0.18	SHADY GROVE RD.	Perkins Rd and Grove Park Rd	17	Urban Collector	3,330	795	2		1,549	200	0.13	D+
0	0.31	SHARPE AVE	Semmes St and Prescott Rd	17	Urban Collector	7,390	769	2		1,549	443	0.29	D+
0	0.22	SHARPE AVE	Semmes St and Prescott Rd	17	Urban Collector	7,390	769	4	40	6,171	386	0.06	D+
0.37	0.41	SHELBY DR.	Weaver & U.S. 61	17	Urban Collector	4,200	132	2		1,549	252	0.16	D+
0.65	0.86	SHELBY RD.	Herring Hill & Quito	17	Urban Collector	720	18	2		1,549	43	0.03	D+
0.86	0.98	SIGNAL AVE	N Watkins and Delano Rd	17	Urban Collector	3,880	658	2		1,549	233	0.15	D+

blm	elm	Route Name	Location	Functional Class	Functional Classification	AADT	Count Station	Lanes	Speed Limit	Capacity	Volume	V/C Ratio	Level of Service
0	1.22	SLEDGE RD.	Pleasant Ridge & Navy	17	Urban Collector	2,460	34	2	45	1,549	148	0.10	D+
1.5	1.51	SMITH AVE.	Manassas & Morehead	17	Urban Collector	4,600	563	2		1,549	276	0.18	D+
1.51	3.86	SMITH AVE.	Manassas & Morehead	17	Urban Collector	4,600	563	4	40	6,171	240	0.04	D+
0	0.43	SNYDER RD.	Holmes Rd and Shelby Dr	17	Urban Collector	3,090	727	2		1,549	185	0.12	D+
0.43	0.73	SOMERVILLE AVE	Peabody & Pauline	17	Urban Collector	5,780	491	2		1,549	347	0.22	D+
0.73	1.71	SOUTH BELLEVUE BLVD	Union Ave and Madison Ave	17	Urban Collector	3,950	845	3	40	4,629	206	0.04	D+
1.71	1.96	SOUTH FOURTH ST.	Danny Thomas and Lauderdale S	17	Urban Collector	3,340	853	2		1,549	200	0.13	D+
2.51	2.7	SOUTH LAUDERDALE ST.	South Parkway W and Trigg Ave	17	Urban Collector	3,660	842	2		1,549	220	0.14	D+
0	0.01	SOUTHERN AV.	Highland & Goodlett	17	Urban Collector	7,880	518	4	35	5,829	412	0.07	D+
0.01	0.15	SOUTHERN AVE	Lowell and Malone Ave	17	Urban Collector	4,610	793	2		1,549	277	0.18	D+
0.13	0.4	SPOTTSWOOD AVE	Lowell and Malone Ave	17	Urban Collector	5,190	784	2		1,549	311	0.20	D+
2.36	3.83	SPRINGDALE ST	Vollintine Ave & Chelsea Ave	17	Urban Collector	7,480	711	2		1,549	449	0.29	D+
2.97	3.05	SQUOIA AVE.	Byhalia Rd & Hwy 72	17	Urban Collector	1,940	895	2		1,549	116	0.08	D+
3.68	3.97	ST. ELMO AV.	Frayser & St. Elmo	17	Urban Collector	11,520	411	2		1,549	691	0.45	D+
3.83	4.11	ST. ELMO AV.	Hawkins Mill & St. Elmo	17	Urban Collector	3,870	583	2		1,549	232	0.15	D+
5.06	5.53	STEELE ST	N Watkins and Delano Rd	17	Urban Collector	2,470	662	2		1,549	148	0.10	D+
0	0.76	SWEETBRIER RD	Briarcrest Ave and Shady Grove	17	Urban Collector	5,450	802	2		1,549	327	0.21	D+
2.12	2.16	SWIFT ST.	Kansas St and Arkansas St	17	Urban Collector	1,760	827	2		1,549	106	0.07	D+
2.36	2.85	Swinnea	State Line Rd. & Goodman	17	Urban Collector	4,100	5075	2		1,549	246	0.16	D+
0	0.57	SYCAMORE VIEW RD.	Stage & Yale	17	Urban Collector	6,080	584	2		1,549	365	0.24	D+
0	1.86	THOMAS RD	Pleasant View Rd & Elmore Rd	17	Urban Collector	3,310	688	2		1,549	199	0.13	D+
8.45	8.99	TIMBER CREEK RD	east of Col-Arlington Rd	17	Urban Collector	2,850	639	2		1,549	171	0.11	D+
0	0.39	TIMOTHY DR.	I-55 and Airways	17	Urban Collector	2,250	820	2		1,549	135	0.09	D+
0	0.79	TOURNAMENT DR.	Foresr Hill Irene & Center Hil	17	Urban Collector	3,290	632	2		1,549	197	0.13	D+
0.58	0.74	TOWNES AVE.	Duke St & N Graham St	17	Urban Collector	2,230	709	2		1,549	134	0.09	D+
0.74	0.88	TREZEVANT ST	Lowell and Malone Ave	17	Urban Collector	2,430	782	2		1,549	146	0.09	D+
2.17	2.58	TRIGG AVE	Mississippi Blvd.& Lauderdale	17	Urban Collector	3,970	603	2		1,549	238	0.15	D+
0	0.11	TRIGG AVE.	Norris Rd and Dunn Rd	17	Urban Collector	2,840	836	2		1,549	170	0.11	D+
0	0.08	TULANE RD.	Holmes & Shelby	17	Urban Collector	4,450	358	2		1,549	267	0.17	D+
0.46	0.59	TUTWILER AVE.	Jackson Ave & National St	17	Urban Collector	5,420	685	2		1,549	325	0.21	D+
2.74	2.9	UNION AVE.	Wagner Pl and Front St	17	Urban Collector	5,200	851	2		1,549	312	0.20	D+
2.38	2.56	UNIVERSITY ST	Vollintine Ave & Chelsea Ave	17	Urban Collector	2,610	710	2		1,549	157	0.10	D+
0	4.48	VALLEY PARK DR.	Holmes Rd and Shelby Dr	17	Urban Collector	2,380	730	2		1,549	143	0.09	D+
0	0.08	VANCE AVE.	Danny Thomas & Walnut	17	Urban Collector	5,490	494	2		1,549	329	0.21	D+
0.37	0.54	VANCE AVE.	Danny Thomas & Walnut	17	Urban Collector	5,490	494	4	40	6,171	287	0.05	D+
0	0.08	VOLLINTINE AVE	Evergreen & Watkins	17	Urban Collector	5,920	597	4	40	6,171	309	0.05	D+
0.44	0.66	VOLLINTINE AVE	Evergreen & Watkins	17	Urban Collector	5,920	597	2		1,549	355	0.23	D+
0.71	0.76	VOLLINTNE AVE.	Tulley Ave and Woodlawn St	17	Urban Collector	870	862	2		1,549	52	0.03	D+
3.39	3.4	W. ALCY RD.	Mallory Av and Rivergate Rd	17	Urban Collector	4,010	826	2	45	1,549	241	0.16	D+
3.4	3.46	W. MC LEMORE AVE.	Riverside & Trigg	17	Urban Collector	12,250	507	4	40	6,171	640	0.10	D+
3.46	4.98	W. MC LEMORE AVE.	Riverside & Trigg	17	Urban Collector	12,250	507	2		1,549	735	0.47	D+
4.98	5.21	W. UNION RD.	West Union & Tipton Co. Line	17	Urban Collector	5,760	293	2		1,549	346	0.22	D+
0	0.45	WALKER AVE	Clack and Orleans St	17	Urban Collector	2,340	843	2		1,549	140	0.09	D+
5.21	5.22	WALKER AVE	Oakview St and Kyle St	17	Urban Collector	370	848	2		1,549	22	0.01	D+
5.95	6.05	WALKER AVE	Lowell and Malone Ave	17	Urban Collector	4,610	793	2		1,549	277	0.18	D+
0.45	0.52	WALNUT BEND RD	Germantown Rd & Walnut Bend	17	Urban Collector	8,280	641	2		1,549	497	0.32	D+
2.51	2.67	WARING RD.	Tutwiler & Macon	17	Urban Collector	7,870	589	2		1,549	472	0.30	D+

blm	elm	Route Name	Location	Functional Class	Functional Classification	AADT	Count Station	Lanes	Speed Limit	Capacity	Volume	V/C Ratio	Level of Service
3.37	3.45	WAYNOKA AVE.	Garden Ln & Poplar Ave	17	Urban Collector	790	670	2		1,549	47	0.03	D+
3.45	4.01	WEAVER RD.	Raines & Shelby	17	Urban Collector	2,870	535	2		1,549	172	0.11	D+
4.01	4.52	WELLINGTON ST	Kansas St and Arkansas St	17	Urban Collector	5,580	830	2		1,549	335	0.22	D+
0	0.25	WELLINGTON ST.	Allen St and Hernando St	17	Urban Collector	5,110	840	2		1,549	307	0.20	D+
2.47	3.06	WELLS STATION RD.	Tutwiler & Macon	17	Urban Collector	7,870	589	2		1,549	472	0.30	D+
3.35	3.72	WHITE HAVEN LANE	Briarcrest Ave and Shady Grove	17	Urban Collector	2,200	815	2		1,549	132	0.09	D+
0	0.37	WHITE RD.	Kirby & Winchester	17	Urban Collector	5,250	636	2		1,549	315	0.20	D+
5.09	5.21	WHITE RD.	Kirby & Winchester	17	Urban Collector	1,980	637	2		1,549	119	0.08	D+
0.34	0.47	WHITNEY RD	Hollywood St & Birchfield Dr	17	Urban Collector	1,180	718	4	40	6,171	62	0.01	D+
0.37	0.82	WHITNEY RD	Hollywood St & Birchfield Dr	17	Urban Collector	1,690	716	2		1,549	101	0.07	D+
0	0.13	WILKINSVILLE RD.	West Union & Tipton Co. Line	17	Urban Collector	5,760	293	2		1,549	346	0.22	D+
0	0.12	WILKINSVILLE RD.	U.S. 51 & Navy	17	Urban Collector	8,530	323	2		1,549	512	0.33	D+
0	1.6	WILLETT ST	Union Ave and Madison Ave	17	Urban Collector	1,260	847	2		1,549	76	0.05	D+
1.6	2.04	WILLETT ST	#N/A	17	Urban Collector	1,600		2		1,549	96	0.06	D+
0	0.44	WILSON RD.	Briarcrest Ave and Shady Grove	17	Urban Collector	3,530	808	2		1,549	212	0.14	D+
0.04	0.09	WILSON ST	Union Ave and Madison Ave	17	Urban Collector	1,970	846	2		1,549	118	0.08	D+
0.18	0.28	WINBROOK DR.	I-55 and Airways	17	Urban Collector	2,730	821	2		1,549	164	0.11	D+
0.5	0.56	WINDERMERE RD	New Allen & Raleigh-Millington	17	Urban Collector	4,420	447	2		1,549	265	0.17	D+
0	0.03	WINFIELD AVE.	Briarcrest Ave and Shady Grove	17	Urban Collector	2,770	805	2		1,549	166	0.11	D+
0	2.12	WOODLAWN ST	Mem-Arlington & Dawnhill	17	Urban Collector	1,810	699	2		1,549	109	0.07	D+
0.66	1.37	YATES RD.	Byhalia Rd & Hwy 72	17	Urban Collector	3,520	894	4	40	6,171	184	0.03	D+
0.72	0.76	YATES RD.	Byhalia Rd & Hwy 72	17	Urban Collector	3,520	894	2		1,549	211	0.14	D+
0.76	1.1	YOUNG AVE	Lowell and Malone Ave	17	Urban Collector	3,840	785	2		1,549	230	0.15	D+
0	0.25	BILL MORRIS PKWY.	Ridgeway & I-240	12	Urban Freeway or Expressway	113,780	605	4	55	3,857	7,822	2.03	F
0.25	0.35	BILL MORRIS PKWY.	Ridgeway & I-240	12	Urban Freeway or Expressway	113,780	605	6	55	5,786	7,822	1.35	F
1.21	1.27	BILL MORRIS PKWY.	Hickory Hill & Kirby	12	Urban Freeway or Expressway	104,980	606	6	55	5,786	7,217	1.25	F
2.39	2.67	BILL MORRIS PKWY.	Kirby & Riverdale	12	Urban Freeway or Expressway	89,370	607	6	55	5,786	6,144	1.06	F
3.57	3.62	BILL MORRIS PKWY.	Kirby & Winchester	12	Urban Freeway or Expressway	67,750	634	6	55	5,786	4,658	0.81	D+
4.75	4.94	BILL MORRIS PKWY.	Hacks Cross & Winchester	12	Urban Freeway or Expressway	54,460	615	6	55	5,786	3,744	0.65	D+
4.94	5.1	BILL MORRIS PKWY.	Hacks Cross & Winchester	12	Urban Freeway or Expressway	54,460	615	4	55	3,857	3,744	0.97	E
6.02	6.12	BILL MORRIS PKWY.	Hacks Cross & Forest Hill-Iren	12	Urban Freeway or Expressway	41,650	614	4	55	3,857	2,863	0.74	D+
8.25	9.81	BILL MORRIS PKWY.	Forest Hill-Irene & Bailey Sta	12	Urban Freeway or Expressway	39,410	616	4	55	3,857	2,709	0.70	D+
10.4	10.92	BILL MORRIS PKWY.	Bailey Station & Byhalia Rd	12	Urban Freeway or Expressway	33,770	883	4	55	3,857	2,322	0.60	D+
12.42	12.5	BILL MORRIS PKWY.	Byhalia Rd & Hwy 72	12	Urban Freeway or Expressway	15,480	885	4	55	3,857	1,064	0.28	D+
12.5	14.48	BILL MORRIS PKWY.	Byhalia Rd & Hwy 72	12	Urban Freeway or Expressway	15,480	885	2	55	1,929	1,064	0.55	D+
0	0.2	PLough BLVD.	Democrat & Brooks	12	Urban Freeway or Expressway	36,340	299	4	55	3,857	2,498	0.65	D+
0.2	0.37	PLough BLVD.	Democrat & Brooks	12	Urban Freeway or Expressway	36,340	299	5	55	4,821	2,498	0.52	D+
0.37	0.85	PLough BLVD.	Democrat & Brooks	12	Urban Freeway or Expressway	36,340	299	6	55	5,786	2,498	0.43	D+
1.16	1.44	PLough BLVD.	I-240 & Democrat	12	Urban Freeway or Expressway	55,660	298	4	55	3,857	3,827	0.99	E
1.44	1.45	PLough BLVD.	I-240 & Democrat	12	Urban Freeway or Expressway	55,660	298	5	55	4,821	3,827	0.79	D+
0	0.25	SAM COOPER BLVD	Byhalia Rd & Hwy 72	12	Urban Freeway or Expressway	25,160	914	6	55	5,786	1,730	0.30	D+
0.57	0.62	SAM COOPER BLVD	Byhalia Rd & Hwy 72	12	Urban Freeway or Expressway	32,320	915	6	55	5,786	2,222	0.38	D+
1.19	1.29	SAM COOPER BLVD	Holmes Street & Highland	12	Urban Freeway or Expressway	37,570	280	6	55	5,786	2,583	0.45	D+
1.78	2.14	SAM COOPER BLVD	Holmes Street & Highland	12	Urban Freeway or Expressway	37,570	280	5	55	4,821	2,583	0.54	D+
2.14	2.18	SAM COOPER BLVD	Highland & Graham	12	Urban Freeway or Expressway	49,280	273	5	55	4,821	3,388	0.70	D+
2.36	3.09	SAM COOPER BLVD	Highland & Graham	12	Urban Freeway or Expressway	49,280	273	6	55	5,786	3,388	0.59	D+
3.09	4.24	SAM COOPER BLVD	Graham & Perkins	12	Urban Freeway or Expressway	55,880	275	6	55	5,786	3,842	0.66	D+

blm	elm	Route Name	Location	Functional Class	Functional Classification	AADT	Count Station	Lanes	Speed Limit	Capacity	Volume	V/C Ratio	Level of Service
4.24	4.26	SAM COOPER BLVD	Perkins & Mendenhall	12	Urban Freeway or Expressway	56,130	277	6	55	5,786	3,859	0.67	D+
5.42	5.47	SAM COOPER BLVD	Perkins & Mendenhall	12	Urban Freeway or Expressway	56,130	277	5	55	4,821	3,859	0.80	D+
5.47	5.49	SAM COOPER BLVD	Perkins & Mendenhall	12	Urban Freeway or Expressway	56,130	277	4	55	3,857	3,859	1.00	F
0	0.2	STATE HWY-300	Byhalia Rd & Hwy 72	12	Urban Freeway or Expressway	1,060	910	1	55	964	73	0.08	D+
0.2	0.39	STATE HWY-300	I-40 & Thomas	12	Urban Freeway or Expressway	25,230	319	4	65	4,029	1,735	0.43	D+
0.71	0.86	STATE HWY-300	I-40 & Thomas	12	Urban Freeway or Expressway	25,230	319	5	65	5,036	1,735	0.34	D+
	I- 55	State Line Road & Goodman		11	Urban Interstate	54,000	270	4	55	3,857	2,295	0.60	D+
	I-55	At the TN/MS State Line		11	Urban Interstate	65,000	280	4	55	3,857	2,763	0.72	D+
0	0.11	INTERSTATE-240	Union & Lamar	11	Urban Interstate	73,050	247	4	65	4,029	3,105	0.77	D+
0.32	0.67	INTERSTATE-240	Union & Lamar	11	Urban Interstate	73,050	247	6	65	6,043	3,105	0.51	D+
1.3	1.53	INTERSTATE-240	South Parkway & Lamar	11	Urban Interstate	99,830	198	6	65	6,043	4,243	0.70	D+
2.79	2.93	INTERSTATE-240	Norris & South Parkway	11	Urban Interstate	99,780	197	6	65	6,043	4,241	0.70	D+
4.63	4.77	INTERSTATE-240	Norris & I-55	11	Urban Interstate	89,190	271	6	65	6,043	3,791	0.63	D+
5.39	5.46	INTERSTATE-240	U.S. 51 & Millbranch	11	Urban Interstate	137,100	552	6	65	6,043	5,827	0.96	E
6.51	7.25	INTERSTATE-240	Airways & Millbranch	11	Urban Interstate	141,850	195	6	65	6,043	6,029	1.00	E
7.76	8.04	INTERSTATE-240	Lamar & Airways	11	Urban Interstate	161,960	194	6	65	6,043	6,883	1.14	F
8.04	8.24	INTERSTATE-240	Lamar & Airways	11	Urban Interstate	161,960	194	8	65	8,057	6,883	0.85	D+
9.51	10.02	INTERSTATE-240	Getwell & Lamar	11	Urban Interstate	148,670	193	6	65	6,043	6,318	1.05	F
10.92	12.31	INTERSTATE-240	Perkins & Getwell	11	Urban Interstate	153,090	192	6	65	6,043	6,506	1.08	F
12.31	13.18	INTERSTATE-240	Mt. Moriah & Perkins	11	Urban Interstate	160,540	191	6	65	6,043	6,823	1.13	F
13.18	15.44	INTERSTATE-240	Poplar & Mt. Moriah	11	Urban Interstate	147,360	190	6	65	6,043	6,263	1.04	F
15.44	17.45	INTERSTATE-240	Byhalia Rd & Hwy 72	11	Urban Interstate	144,640	990	6	65	6,043	6,147	1.02	F
17.45	19.27	INTERSTATE-240	I-40 & Walnut Grove	11	Urban Interstate	142,600	189	6	65	6,043	6,061	1.00	F
0	0.55	INTERSTATE-40	Hernando DeSoto Bridge	11	Urban Interstate	44,430	282	6	65	6,043	1,888	0.31	D+
0.55	0.7	INTERSTATE-40	Riverside & Second	11	Urban Interstate	49,380	281	6	65	6,043	2,099	0.35	D+
0.7	1	INTERSTATE-40	Riverside & Second	11	Urban Interstate	49,380	281	6	55	5,786	2,099	0.36	D+
1	1.08	INTERSTATE-40	Riverside & Second	11	Urban Interstate	49,380	281	4	55	3,857	2,099	0.54	D+
1.08	1.1	INTERSTATE-40	Third & Danny Thomas	11	Urban Interstate	59,290	279	4	55	3,857	2,520	0.65	D+
1.45	2.28	INTERSTATE-40	Danny Thomas & I-240 Midtown	11	Urban Interstate	64,900	250	4	55	3,857	2,758	0.72	D+
2.52	2.54	INTERSTATE-40	Danny Thomas & I-240 Midtown	11	Urban Interstate	64,900	250	6	55	5,786	2,758	0.48	D+
2.54	2.55	INTERSTATE-40	Jackson & I-240 Midtown	11	Urban Interstate	113,130	248	6	55	5,786	4,808	0.83	D+
3.13	3.66	INTERSTATE-40	Chelsea & Jackson	11	Urban Interstate	107,200	249	6	55	5,786	4,556	0.79	D+
4	4.03	INTERSTATE-40	Wolf River & Chelsea	11	Urban Interstate	104,480	318	6	55	5,786	4,440	0.77	D+
5.76	6.28	INTERSTATE-40	Hollywood & Watkins	11	Urban Interstate	93,880	316	6	55	5,786	3,990	0.69	D+
7.59	8.68	INTERSTATE-40	Warford & Hollywood	11	Urban Interstate	96,020	321	6	55	5,786	4,081	0.71	D+
8.68	9.5	INTERSTATE-40	Jackson & Warford	11	Urban Interstate	93,130	312	6	55	5,786	3,958	0.68	D+
10.42	10.66	INTERSTATE-40	Covington Pike & Jackson	11	Urban Interstate	91,090	310	6	55	5,786	3,871	0.67	D+
12.62	13.68	INTERSTATE-40	Summer & Covington Pike	11	Urban Interstate	99,470	308	6	55	5,786	4,227	0.73	D+
14.22	14.44	INTERSTATE-40	Wolf River & Sycamore View	11	Urban Interstate	130,190	199	4	55	3,857	5,533	1.43	F
14.44	14.54	INTERSTATE-40	Wolf River & Sycamore View	11	Urban Interstate	130,190	199	6	55	5,786	5,533	0.96	E
14.54	14.6	INTERSTATE-40	Wolf River & Sycamore View	11	Urban Interstate	130,190	199	8	55	7,714	5,533	0.72	D+
14.96	15.65	INTERSTATE-40	Wolf River & Sycamore View	11	Urban Interstate	130,190	199	9	55	8,679	5,533	0.64	D+
16.97	17.19	INTERSTATE-40	Sycamore View & Whitten	11	Urban Interstate	101,050	200	9	55	8,679	4,295	0.49	D+
17.19	17.39	INTERSTATE-40	Sycamore View & Whitten	11	Urban Interstate	101,050	200	8	55	7,714	4,295	0.56	D+
17.39	17.42	INTERSTATE-40	Nonconnah Parkway & Wincheste	11	Urban Interstate	89,530	609	8	55	7,714	3,805	0.49	D+
18.89	20.23	INTERSTATE-40	Whitten & Germantown	11	Urban Interstate	77,420	201	8	55	7,714	3,290	0.43	D+
20.23	21.4	INTERSTATE-40	U.S. 64 & Germantown	11	Urban Interstate	60,360	295	8	55	7,714	2,565	0.33	D+

blm	elm	Route Name	Location	Functional Class	Functional Classification	AADT	Count Station	Lanes	Speed Limit	Capacity	Volume	V/C Ratio	Level of Service
21.4	21.53	INTERSTATE-40	U.S. 64 & Germantown	11	Urban Interstate	60,360	295	8	60	7,886	2,565	0.33	D+
21.53	21.56	INTERSTATE-40	U.S. 64 & Canada	11	Urban Interstate	45,800	202	8	60	7,886	1,947	0.25	D+
21.56	21.87	INTERSTATE-40	U.S. 64 & Canada	11	Urban Interstate	45,800	202	6	60	5,914	1,947	0.33	D+
22.15	22.39	INTERSTATE-40	U.S. 64 & Canada	11	Urban Interstate	45,800	202	6	70	6,171	1,947	0.32	D+
23.94	24.02	INTERSTATE-40	Canada & New Airline	11	Urban Interstate	38,730	203	6	70	6,171	1,646	0.27	D+
0	1.78	INTERSTATE-55	Shelby & Holmes	11	Urban Interstate	61,080	196	4	65	4,029	2,596	0.64	D+
1.78	4.81	INTERSTATE-55	Raines & Shelby	11	Urban Interstate	66,160	182	4	65	4,029	2,812	0.70	D+
4.81	5.09	INTERSTATE-55	Nonconnah Parkway & Wincheste	11	Urban Interstate	64,190	610	4	65	4,029	2,728	0.68	D+
5.09	5.14	INTERSTATE-55	McLean & East Parkway	11	Urban Interstate	85,150	270	4	65	4,029	3,619	0.90	E
5.74	6.12	INTERSTATE-55	I-240 & Third	11	Urban Interstate	90,170	207	4	65	4,029	3,832	0.95	E
6.24	6.67	INTERSTATE-55	I-240 & Third	11	Urban Interstate	90,170	207	6	65	6,043	3,832	0.63	D+
7.53	7.55	INTERSTATE-55	Horn Lake & U.S. 61	11	Urban Interstate	63,280	289	4	65	4,029	2,689	0.67	D+
7.55	7.75	INTERSTATE-55	Horn Lake & U.S. 61	11	Urban Interstate	63,280	289	6	65	6,043	2,689	0.45	D+
7.87	8.73	INTERSTATE-55	Florida & Mallory	11	Urban Interstate	68,510	209	6	65	6,043	2,912	0.48	D+
8.73	8.89	INTERSTATE-55	Florida & Mallory	11	Urban Interstate	68,510	209	4	65	4,029	2,912	0.72	D+
8.92	9.09	INTERSTATE-55	Mallory & South Parkway	11	Urban Interstate	66,260	210	4	65	4,029	2,816	0.70	D+
9.09	9.31	INTERSTATE-55	Mallory & South Parkway	11	Urban Interstate	66,260	210	6	65	6,043	2,816	0.47	D+
10.36	10.82	INTERSTATE-55	Nonconnah Parkway & Wincheste	11	Urban Interstate	63,870	611	6	65	6,043	2,714	0.45	D+
10.82	10.97	INTERSTATE-55	Nonconnah Parkway & Wincheste	11	Urban Interstate	63,870	611	4	65	4,029	2,714	0.67	D+
10.97	11.19	INTERSTATE-55	E.H. Crump & McLemore	11	Urban Interstate	62,330	211	4	65	4,029	2,649	0.66	D+
11.19	11.54	INTERSTATE-55	E.H. Crump & McLemore	11	Urban Interstate	62,330	211	6	65	6,043	2,649	0.44	D+
11.63	11.74	INTERSTATE-55	Holmes & Shelby	11	Urban Interstate	49,990	288	4	65	4,029	2,125	0.53	D+
11.93	12	INTERSTATE-55	At Memphis-Arkansas Bridge	11	Urban Interstate	43,550	412	4	65	4,029	1,851	0.46	D+
1.77	2.02	ABBINGTON ST.	Foresr Hill Irene & Center Hil	19	Urban Local	1,110	626	2		1,549	67	0.04	D+
2.02	2.21	AIR TRANS RD.	#N/A	19	Urban Local	3,450		2		1,549	207	0.13	D+
2.12	2.35	AUCTION AVE	#N/A	19	Urban Local	5,280		4	40	6,171	276	0.04	D+
2.35	2.52	BILOXI AVE.	#N/A	19	Urban Local	0		2		1,549	0	0.00	D+
2.35	3.28	BILOXI AVE.	#N/A	19	Urban Local	1,710		2		1,549	103	0.07	D+
2.52	2.8	BODLEY AVE	#N/A	19	Urban Local	640		2		1,549	38	0.02	D+
3.28	4.78	CALHOUN AVE	#N/A	19	Urban Local	50		2		1,549	3	0.00	D+
3.75	3.92	CENTER ST.	Foresr Hill Irene & Center Hil	19	Urban Local	4,200	627	2		1,549	252	0.16	D+
4.08	4.1	CHASE RD	#N/A	19	Urban Local	20		2		1,549	1	0.00	D+
4.1	4.18	CHASE RD	#N/A	19	Urban Local	20		1		1,549	1	0.00	D+
4.18	4.46	CHIMNEYROCK BLVD.	#N/A	19	Urban Local	1,000		4	30	5,486	52	0.01	D+
4.7	4.86	CHIMNEYROCK BLVD.	#N/A	19	Urban Local	1,000		2	30	1,549	60	0.04	D+
4.78	5.04	E. CHURCHILL DOWNS	#N/A	19	Urban Local	500		2	30	1,549	30	0.02	D+
4.86	4.9	GEORGIA AVE	#N/A	19	Urban Local	50		2		1,549	3	0.00	D+
5	5.25	GEORGIA AVE	#N/A	19	Urban Local	0		2		1,549	0	0.00	D+
5.04	5.39	GRANDBURY PL.	#N/A	19	Urban Local	200		2		1,549	12	0.01	D+
5.49	5.88	GREAT OAKS RD.	#N/A	19	Urban Local	500		2	30	1,549	30	0.02	D+
5.72	6.17	KENTUCKY ST.	#N/A	19	Urban Local	50		2		1,549	3	0.00	D+
5.88	7.09	KENTUCKY ST.	#N/A	19	Urban Local	150		2		1,549	9	0.01	D+
6.17	6.32	MENDENHALL RD	#N/A	19	Urban Local	40		4	40	6,171	2	0.00	D+
6.32	6.48	MONROE AVE.	#N/A	19	Urban Local	3,640		2		1,549	218	0.14	D+
7.09	7.19	MONROE AVE.	#N/A	19	Urban Local	3,640		3	40	4,629	190	0.04	D+
7.19	7.21	MONROE AVE.	#N/A	19	Urban Local	4,980		3	40	4,629	260	0.06	D+
7.65	7.69	MONROE AVE.	#N/A	19	Urban Local	4,980		4	40	6,171	260	0.04	D+

blm	elm	Route Name	Location	Functional Class	Functional Classification	AADT	Count Station	Lanes	Speed Limit	Capacity	Volume	V/C Ratio	Level of Service
7.69	8.25	MORNING SUN RD.	#N/A	19	Urban Local	960		2		1,549	58	0.04	D+
0	0.35	MT. PLEASANT RD.	#N/A	19	Urban Local	2,700		2		1,549	162	0.10	D+
0	0.06	NATIONAL ST.	Hollywood & Tillman	19	Urban Local	4,340	460	2		1,549	260	0.17	D+
0.18	0.6	NATIONAL ST.	Hollywood & Tillman	19	Urban Local	4,340	460	4	40	6,171	227	0.04	D+
0.6	0.7	NEWPORT ST.	#N/A	19	Urban Local	0		2		1,549	0	0.00	D+
0	2.72	NORTH HUMPHREYS BLVD	#N/A	19	Urban Local	200		2		1,549	12	0.01	D+
1.11	1.69	OAK MINOR RD	#N/A	19	Urban Local	303		2		1,549	18	0.01	D+
0	0.19	OLD AUSTIN PEAY HWY.	#N/A	19	Urban Local	8,330		2		1,549	500	0.32	D+
1.38	3.38	OLD AUSTIN PEAY HWY.	#N/A	19	Urban Local	12,880		4	40	6,171	673	0.11	D+
1.69	2.41	OLD AUSTIN PEAY HWY.	#N/A	19	Urban Local	12,880		2		1,549	773	0.50	D+
3.38	3.54	OLD AUSTIN PEAY HWY.	#N/A	19	Urban Local	8,330		4	40	6,171	435	0.07	D+
0.19	0.23	OLD DEXTER RD	#N/A	19	Urban Local	3,200		2	35	1,549	192	0.12	D+
0	5.57	OLD MILLINGTON RD	#N/A	19	Urban Local	20		2		1,549	1	0.00	D+
5.92	6.12	PARK CREEK DR.	#N/A	19	Urban Local	300		2	25	1,549	18	0.01	D+
6.49	6.57	PENNSYLVANIA ST.	#N/A	19	Urban Local	0		2		1,549	0	0.00	D+
6.74	6.86	PENNSYLVANIA ST.	#N/A	19	Urban Local	300		2		1,549	18	0.01	D+
7.02	7.08	PISGAH RD.	#N/A	19	Urban Local	960		2		1,549	58	0.04	D+
7.08	7.14	PROGRESS RD.	#N/A	19	Urban Local	0		2		1,549	0	0.00	D+
7.14	7.27	PROGRESS RD.	#N/A	19	Urban Local	70		2		1,549	4	0.00	D+
7.27	7.52	RIVERPORT RD.	#N/A	19	Urban Local	6,500	EST	4	50	6,857	340	0.05	D+
7.52	7.91	S LAUDERDALE ST.	#N/A	19	Urban Local	640		2		1,549	38	0.02	D+
7.91	8.08	S LAUDERDALE ST.	#N/A	19	Urban Local	640		4	40	6,171	33	0.01	D+
8.08	8.27	SOMERSET LN.	#N/A	19	Urban Local	300		2		1,549	18	0.01	D+
8.27	8.54	SOUTH ST.	#N/A	19	Urban Local	70		2		1,549	4	0.00	D+
8.54	8.55	Swinnea	TN/MS State Line & State Line Rd	19	Urban Local	810	5070	2		1,549	49	0.03	D+
8.55	9.23	Tulane	State Line Rd. & TN/MS State Lin	19	Urban Local	1,800	5400	2		1,549	108	0.07	D+
9.23	9.71	TULANE RD.	Holmes & Shelby	19	Urban Local	4,450	358	2		1,549	267	0.17	D+
0	0.15	VANCE AVE	#N/A	19	Urban Local	0		2		1,549	0	0.00	D+
9.71	10.06	VANCE AVE	#N/A	19	Urban Local	100		2		1,549	6	0.00	D+
0	0.11	VIRGINIA AVE.	#N/A	19	Urban Local	500		2		1,549	30	0.02	D+
0.11	0.16	VIRGINIA AVE.	#N/A	19	Urban Local	0		2		1,549	0	0.00	D+
0	4.69	WHITTEN RD.	#N/A	19	Urban Local	4,550		2		1,549	273	0.18	D+
0.16	0.26	WHITTEN RD.	#N/A	19	Urban Local	9,600		2		1,549	576	0.37	D+
4.69	5.45	WILLETT ST	#N/A	19	Urban Local	2,740		2		1,549	164	0.11	D+
5.45	7.96	WILLETT ST	#N/A	19	Urban Local	1,600		2		1,549	96	0.06	D+
0	0.13		#N/A	19	Urban Local	2,800		2		1,549	168	0.11	D+
0	0.12		#N/A	19	Urban Local	27,390		2		1,549	1,643	1.06	F
	Airways	Rasco & Goodman		16	Urban Minor Arterial	19,000	5050	2		768	1,425	1.86	F
	Airways	State Line Rd. & Rasco		16	Urban Minor Arterial	14,000	5055	2		768	1,050	1.37	F
	Airways	TN/MS State Line & State Line Rd		16	Urban Minor Arterial	17,000	5060	8		3,071	1,275	0.42	D+
0	0.79	AIRWAYS RD.	Holmes & DeSoto Co. Line	16	Urban Minor Arterial	15,300	374	6		2,303	1,148	0.50	D+
1.22	1.58	ALICIA DR.	Central & Southern	16	Urban Minor Arterial	6,920	340	2	35	768	519	0.68	D+
1.58	1.66	ALICIA DR.	Central & Southern	16	Urban Minor Arterial	6,920	340	3	35	1,152	519	0.45	D+
0	1.12	AMERICAN WAY	Byhalia Rd & Hwy 72	16	Urban Minor Arterial	17,680	892	6		2,303	1,326	0.58	D+
1.12	1.44	AMERICAN WAY	Goodlett & Perkins	16	Urban Minor Arterial	17,620	424	5		1,919	1,322	0.69	D+
1.44	1.68	AMERICAN WAY	Goodlett & Perkins	16	Urban Minor Arterial	17,620	424	4		1,536	1,322	0.86	D+
1.68	1.87	AMERICAN WAY	Goodlett & Perkins	16	Urban Minor Arterial	17,620	424	6		2,303	1,322	0.57	D+

blm	elm	Route Name	Location	Functional Class	Functional Classification	AADT	Count Station	Lanes	Speed Limit	Capacity	Volume	V/C Ratio	Level of Service
2.72	3.12	AMERICAN WAY	Byhalia Rd & Hwy 72	16	Urban Minor Arterial	17,450	891	6		2,303	1,309	0.57	D+
3.53	3.66	AMERICAN WAY	Byhalia Rd & Hwy 72	16	Urban Minor Arterial	17,450	891	5		1,919	1,309	0.68	D+
3.66	3.88	AMERICAN WAY	Byhalia Rd & Hwy 72	16	Urban Minor Arterial	17,450	891	4		1,536	1,309	0.85	D+
0	0.14	APPLING RD	I-40 & Reese Rd	16	Urban Minor Arterial	21,730	649	4		1,536	1,630	1.06	E
0	0.19	APPLING RD.	U.S. 70 & U.S. 64	16	Urban Minor Arterial	2,560	438	2	35	768	192	0.25	D+
0.58	0.84	APPLING RD.	U.S. 70 & U.S. 64	16	Urban Minor Arterial	2,560	438	4	35	1,536	192	0.13	D+
0.84	1.3	APPLING RD.	U.S. 70 & U.S. 64	16	Urban Minor Arterial	2,560	438	2	35	768	192	0.25	D+
4.11	4.93	ARMOUR RD.	Kerrville-Rosemark & Mill.-Arl	16	Urban Minor Arterial	890	10	2		768	67	0.09	D+
18.34	18.9	ARMOUR RD.	Navy & Millington-Arlington	16	Urban Minor Arterial	2,080	430	2	35	768	156	0.20	D+
11.89	12.18	AUCTION AV.	Third & Thomas	16	Urban Minor Arterial	5,080	140	4	35	1,536	381	0.25	D+
12.35	12.36	AUCTION AV.	Thomas & I-40	16	Urban Minor Arterial	7,230	175	4	35	1,536	542	0.35	D+
0	0.08	AUCTION AVE.	Union & Beale	16	Urban Minor Arterial	6,140	506	4		1,536	461	0.30	D+
0	0.07	AUCTION AVE.	N Front & N Main	16	Urban Minor Arterial	6,540	863	4		1,536	491	0.32	D+
0.43	0.76	BALL RD.	Perry & Airways	16	Urban Minor Arterial	5,910	347	4		1,536	443	0.29	D+
0	0.56	BARRON AV.	Pendleton & Prescott	16	Urban Minor Arterial	8,480	384	4	40	1,536	636	0.41	D+
7.22	8.38	BARTLETT BLVD.	Memphis-Arlington & Fiske	16	Urban Minor Arterial	6,530	450	6	40	2,303	490	0.21	D+
0	0.1	BARTLETT RD.	Ral-LaGrange & Pleasant View	16	Urban Minor Arterial	6,450	364	4		1,536	484	0.32	D+
0.1	0.58	BARTLETT RD.	Ral-LaGrange & Pleasant View	16	Urban Minor Arterial	6,450	364	2		768	484	0.63	D+
5.71	6.06	BAYLOR RD.	Billy Maher & Ellendale	16	Urban Minor Arterial	6,820	585	2		768	512	0.67	D+
0	0.12	BEALE ST.	Oakview St and Kyle St	16	Urban Minor Arterial	6,930	849	2		768	520	0.68	D+
0	0.09	BELZ BLVE.	Latham & Third	16	Urban Minor Arterial	4,380	593	4		1,536	329	0.21	D+
0.96	1.02	BELZ BLVE.	Latham & Third	16	Urban Minor Arterial	4,380	593	2		768	329	0.43	D+
0	1.16	BILLY MAHER RD.	Fiske Rd & Old Brownsville	16	Urban Minor Arterial	4,730	695	2		768	355	0.46	D+
8.38	8.39	BILLY MAHER RD.	Memphis-Arlington & Fiske	16	Urban Minor Arterial	6,530	450	2	35	768	490	0.64	D+
0	0.21	BRIARCREST AV.	Cherry Rd and Dearing Rd	16	Urban Minor Arterial	3,410	777	2		768	256	0.33	D+
0.52	0.81	BRIARCREST AV.	Briarcrest Ave and Shady Grove	16	Urban Minor Arterial	8,360	803	4	35	1,536	627	0.41	D+
0.81	1.17	BRIARCREST AV.	Briarcrest Ave and Shady Grove	16	Urban Minor Arterial	8,360	803	2	35	768	627	0.82	D+
0.39	0.67	BROAD AVE.	Hollywood & Tillman	16	Urban Minor Arterial	4,340	460	4		1,536	326	0.21	D+
1.13	1.41	BROAD AVE.	Hollywood & Tillman	16	Urban Minor Arterial	4,340	460	4	40	1,536	326	0.21	D+
1.7	1.74	BROAD AVE.	Hollywood & Tillman	16	Urban Minor Arterial	4,340	460	2	40	768	326	0.42	D+
1.03	1.47	BROADWAY RD.	Whitten Rd & Oak Rd	16	Urban Minor Arterial	8,900	692	2		768	668	0.87	D+
2.68	4.13	BROOKS RD.	Graves & U.S. 51	16	Urban Minor Arterial	13,070	92	4	45	1,536	980	0.64	D+
24.15	24.2	BYHALIA RD.	U.S. 72 & Collierville	16	Urban Minor Arterial	25,600	109	4	40	1,536	1,920	1.25	F
0.83	0.93	CALHOUN AVE.	Second & Third	16	Urban Minor Arterial	6,210	499	2		768	466	0.61	D+
13.3	13.62	CANADA RD.	I-40 & Memphis-Arlington	2	Urban Minor Arterial	8,065	213	2	45	1,629	917	0.56	D+
11.44	12.68	CANADA RD.	I-40 & U.S. 64	2	Urban Minor Arterial	10,990	214	2	45	1,629	1,250	0.77	D+
4.26	4.42	CASCADE ST.	St. Elmo & Frayser	16	Urban Minor Arterial	8,910	410	2	40	768	668	0.87	D+
0	0.08	CAZASSA RD.	I-55 and Airways	16	Urban Minor Arterial	3,160	822	2		768	237	0.31	D+
0.65	1.03	CEDAR RD.	Whitten Rd & Oak Rd	16	Urban Minor Arterial	8,900	692	2		768	668	0.87	D+
0	0.04	CENTRAL AVE	Belvedere & Willett	16	Urban Minor Arterial	8,770	600	2		768	658	0.86	D+
0.04	0.13	CENTRAL AVE	Belvedere & Willett	16	Urban Minor Arterial	8,770	600	4		1,536	658	0.43	D+
1.87	2.34	CENTRAL AVE	Zach Curlin & Deloach	16	Urban Minor Arterial	14,960	566	4		1,536	1,122	0.73	D+
13.18	13.39	CHELSEA AV.	Third & Thomas	16	Urban Minor Arterial	4,210	464	2	35	768	316	0.41	D+
13.39	13.49	CHELSEA AV.	Third & Thomas	16	Urban Minor Arterial	4,210	464	4	35	1,536	316	0.21	D+
0	0.29	CHELSEA AVE.	Thomas & I-40	16	Urban Minor Arterial	9,610	334	4		1,536	721	0.47	D+
1.12	1.17	CHELSEA AVE.	McLean & Hollywood	16	Urban Minor Arterial	12,560	239	4		1,536	942	0.61	D+
1.17	1.6	CHELSEA AVE.	McLean & Hollywood	16	Urban Minor Arterial	12,560	239	5		1,919	942	0.49	D+

blm	elm	Route Name	Location	Functional Class	Functional Classification	AADT	Count Station	Lanes	Speed Limit	Capacity	Volume	V/C Ratio	Level of Service
3.3	3.54	CHELSEA AVE.	Warford & Jackson	16	Urban Minor Arterial	6,390	335	4		1,536	479	0.31	D+
0.23	0.79	CHERRY RD	Boyce Rd and Kimball Rd	16	Urban Minor Arterial	7,440	772	2		768	558	0.73	D+
0.79	1.2	CHERRY RD	Boyce Rd and Kimball Rd	16	Urban Minor Arterial	7,440	772	4		1,536	558	0.36	D+
9.37	9.39	CHURCH ST.	Paul Barret & Navy	16	Urban Minor Arterial	19,630	14	4		1,536	1,472	0.96	D+
9.46	9.73	CHURCH ST.	Navy & Bill Knight	16	Urban Minor Arterial	14,690	545	4		1,536	1,102	0.72	D+
0	0.26	CLARKE RD.	Eastern Ave and Poplar Pike	16	Urban Minor Arterial	5,930	759	2		768	445	0.58	D+
0	1.75	CLEARBROOK ST.	Eastern Ave and Poplar Pike	16	Urban Minor Arterial	3,830	761	2		768	287	0.37	D+
0.52	0.65	CLIFTON AV.	Wingate & Mountain Terrace	16	Urban Minor Arterial	7,130	586	4	40	1,536	535	0.35	D+
4.23	4.26	CLIFTON AV.	St. Elmo & Frayser	16	Urban Minor Arterial	8,910	410	2	40	768	668	0.87	D+
4.95	5.3	COLEMAN RD.	Stage & Covington Pike	16	Urban Minor Arterial	20,940	71	6		2,303	1,571	0.68	D+
5.3	5.42	COLEMAN RD.	Austin Peay & Stage	16	Urban Minor Arterial	12,300	452	4		1,536	923	0.60	D+
22.12	22.52	COLLIERVILLE RD.	Bailey Station & Byhalia	16	Urban Minor Arterial	930	402	2	45	768	70	0.09	D+
0	0.04	COLLIERVILLE-ARLINGTON	Shelton & Tenn. Hwy. 57	16	Urban Minor Arterial	6,130	106	2	30	768	460	0.60	D+
0.32	0.67	COLLIERVILLE-ARLINGTON	Shelton & Tenn. Hwy. 57	16	Urban Minor Arterial	6,130	106	4	30	1,536	460	0.30	D+
0.7	0.77	COLLIERVILLE-ARLINGTON	Shelton & Tenn. Hwy. 57	16	Urban Minor Arterial	6,130	106	4	40	1,536	460	0.30	D+
1.13	1.2	COLLIERVILLE-ARLINGTON	Shelton & Tenn. Hwy. 57	16	Urban Minor Arterial	6,130	106	2	40	768	460	0.60	D+
2.07	2.12	COLLIERVILLE-ARLINGTON	Shelton & Tenn. Hwy. 57	16	Urban Minor Arterial	6,130	106	2	45	768	460	0.60	D+
0	0.51	COLONIAL RD	Cherry Rd and Dearing Rd	16	Urban Minor Arterial	4,580	774	4		1,536	344	0.22	D+
0	0.16	COMMANCHE RD.	Curtis & Castleman	16	Urban Minor Arterial	8,370	574	2		768	628	0.82	D+
0	0.47	COTTINGHAM PLACE	Poplar Ave & Neshoba Rd	16	Urban Minor Arterial	3,590	874	2		768	269	0.35	D+
0.22	2.57	COTTNWOOD RD.	Curtis & Castleman	16	Urban Minor Arterial	8,370	574	2		768	628	0.82	D+
0	0.24	CREIGHMONT DR	Mem-Arlington & Dawnhill	16	Urban Minor Arterial	3,480	702	2		768	261	0.34	D+
0	0.5	CRUMPLER RD.	Holmes Rd and Shelby Dr	16	Urban Minor Arterial	6,520	725	2	45	768	489	0.64	D+
1.68	1.79	CRUMPLER RD.	Holmes Rd and Shelby Dr	16	Urban Minor Arterial	6,520	725	4	45	1,536	489	0.32	D+
1.11	1.24	DELANO AVE.	Overton Crossing & Range Line	16	Urban Minor Arterial	10,450	333	4		1,536	784	0.51	D+
0	0.54	DEMOCRAT RD.	Airways & Tchulahoma	16	Urban Minor Arterial	19,370	351	4	40	1,536	1,453	0.95	D+
0.75	0.83	DEMOCRAT RD.	Airways & Tchulahoma	16	Urban Minor Arterial	19,370	351	4	45	1,536	1,453	0.95	D+
2.36	2.44	DEMOCRAT RD.	Airways & Tchulahoma	16	Urban Minor Arterial	19,370	351	6	45	2,303	1,453	0.63	D+
0	0.05	DEXTER RD.	Byhalia Rd & Hwy 72	16	Urban Minor Arterial	7,080	887	4	35	1,536	531	0.35	D+
0.05	0.25	DEXTER RD.	Byhalia Rd & Hwy 72	16	Urban Minor Arterial	7,080	887	2	35	768	531	0.69	D+
2.42	2.65	DEXTER RD.	Sycamore View & Mullins Statio	16	Urban Minor Arterial	18,060	206	2	35	768	1,355	1.76	F
3.01	3.21	DOGWOOD RD.	Houston-Levee & Bray Station	16	Urban Minor Arterial	7,840	439	6	35	2,303	588	0.26	D+
3.25	3.74	DOGWOOD RD.	Houston-Levee & Bray Station	16	Urban Minor Arterial	7,840	439	6	40	2,303	588	0.26	D+
0.81	0.95	DUNN RD.	Perry & Airways	16	Urban Minor Arterial	6,250	346	4		1,536	469	0.31	D+
6.24	7.38	E. MCLEMORE AV.	Wellington & Lauderdale	16	Urban Minor Arterial	7,410	602	4	35	1,536	556	0.36	D+
8.57	8.73	E. MCLEMORE AV.	Wellington & Lauderdale	16	Urban Minor Arterial	7,410	602	2	35	768	556	0.72	D+
0	0.13	EASLEY ST.	Wilkinsville & North Creek	16	Urban Minor Arterial	8,970	544	2		768	673	0.88	D+
0	0.38	ECHLES ST.	Lowell and Malone Ave	16	Urban Minor Arterial	3,510	791	2		768	263	0.34	D+
0.97	1	EGYPT-CENTRAL RD.	Coleman & Covington Pike	16	Urban Minor Arterial	8,520	423	2		768	639	0.83	D+
0	0.28	ELLISTON RD	Elvis Presley Blvd and Perry R	16	Urban Minor Arterial	1,910	831	2		768	143	0.19	D+
1.99	2.1	ELLISTON RD	Semmes St and Prescott Rd	16	Urban Minor Arterial	7,390	769	2		768	554	0.72	D+
1.1	1.44	ELMORE BDKS DR	Sycamore View & U.S. 70	16	Urban Minor Arterial	5,590	454	2		768	419	0.55	D+
0	0.58	ELMORE RD.	Covington Pike & Ral-Lagrange	16	Urban Minor Arterial	6,020	706	4		1,536	452	0.29	D+
4.74	4.82	ELVIS PRESLEY BLVD.	Norris & I-240	16	Urban Minor Arterial	23,950	168	5	40	1,919	1,796	0.94	D+
4.84	5.16	ELVIS PRESLEY BLVD.	Norris & I-240	16	Urban Minor Arterial	23,950	168	4	40	1,536	1,796	1.17	D+
6.14	6.86	ELVIS PRESLEY BLVD.	Person & Norris	16	Urban Minor Arterial	20,540	167	4	40	1,536	1,541	1.00	D+
7.79	7.97	ELVIS PRESLEY BLVD.	Person & Norris	16	Urban Minor Arterial	20,540	167	4	35	1,536	1,541	1.00	D+

blm	elm	Route Name	Location	Functional Class	Functional Classification	AADT	Count Station	Lanes	Speed Limit	Capacity	Volume	V/C Ratio	Level of Service
0	0.1	ESTATE	Cherry Rd and Dearing Rd	16	Urban Minor Arterial	6,750	779	4		1,536	506	0.33	D+
0	0.58	EXETER RD	Poplar Ave & Germantown Rd	16	Urban Minor Arterial	11,860	877	4		1,536	890	0.58	D+
0.31	0.57	FARMINGTON AV.	Exeter Rd & Brierbrook Rd	16	Urban Minor Arterial	14,400	878	4	35	1,536	1,080	0.70	D+
0.94	1.73	FARMINGTON AV.	Byhalia Rd & Hwy 72	16	Urban Minor Arterial	16,970	905	4	35	1,536	1,273	0.83	D+
0	0.31	FARMINGTON BLVD.	Exeter Rd & Brierbrook Rd	16	Urban Minor Arterial	14,400	878	6	35	2,303	1,080	0.47	D+
2.47	3.33	FARMINGTON BLVD.	Byhalia Rd & Hwy 72	16	Urban Minor Arterial	16,970	905	6	40	2,303	1,273	0.55	D+
0.52	0.72	FIRESTONE AVE.	Manassas & Morehead	16	Urban Minor Arterial	4,600	563	4		1,536	345	0.22	D+
5.3	5.36	FLORIDA ST.	Belz & South Parkway	16	Urban Minor Arterial	5,300	349	4		1,536	398	0.26	D+
7.12	7.45	FLORIDA ST.	Belz & South Parkway	16	Urban Minor Arterial	5,300	349	2		768	398	0.52	D+
0.9	1.36	FOREST HILL-IRENE RD.	Shelby & Holmes	16	Urban Minor Arterial	3,470	444	2	45	768	260	0.34	D+
1.47	1.55	FOREST HILL-IRENE RD.	Shelby & Winchester	16	Urban Minor Arterial	7,250	414	2	45	768	544	0.71	D+
3.92	4.07	FOREST HILL-IRENE RD.	Shelby & Winchester	16	Urban Minor Arterial	7,250	414	4	45	1,536	544	0.35	D+
4.07	4.28	FOREST HILL-IRENE RD.	Shelby & Winchester	16	Urban Minor Arterial	7,250	414	3	45	1,152	544	0.47	D+
4.3	4.53	FRAYSER - RALEIGH RD.	New Allen & Raleigh-Millington	16	Urban Minor Arterial	16,680	65	4		1,536	1,251	0.81	D+
0	0.15	FRAYSER BLVD.	U.S. 51 & Watkins	16	Urban Minor Arterial	8,400	332	4		1,536	630	0.41	D+
1.54	1.79	FRAYSER BLVD.	Byhalia Rd & Hwy 72	16	Urban Minor Arterial	21,490	908	4		1,536	1,612	1.05	D+
0	0.56	GERMANTOWN RD.	Craven Rd. & U.S. 70	16	Urban Minor Arterial	4,990	558	2		768	374	0.49	D+
1.2	1.31	GERMANTOWN RD.	Shelby & Winchester	16	Urban Minor Arterial	8,200	580	2		768	615	0.80	D+
10.41	10.55	GERMANTOWN RD.	Sunset & Satinwood	16	Urban Minor Arterial	15,410	570	2		768	1,156	1.51	F
10.66	11.01	GERMANTOWN RD.	Sunset & Satinwood	16	Urban Minor Arterial	15,410	570	4		1,536	1,156	0.75	D+
10.82	10.91	GERMANTOWN RD.	Memphis-Arlington & U.S. 64	16	Urban Minor Arterial	14,960	47	4	40	1,536	1,122	0.73	D+
10.91	12.55	GERMANTOWN RD.	Memphis-Arlington & U.S. 64	16	Urban Minor Arterial	14,960	47	2	40	768	1,122	1.46	F
0	0.79	GETWELL RD.	Holmes & DeSoto Co. Line	16	Urban Minor Arterial	10,300	294	2		768	773	1.01	E
0	0.56	GETWELL RD.	Rhodes & Sharpe	16	Urban Minor Arterial	29,060	345	4		1,536	2,180	1.42	D+
0.79	1.44	GETWELL RD.	Holmes & Shelby	16	Urban Minor Arterial	17,640	307	2		768	1,323	1.72	F
1.68	1.74	GETWELL RD.	Rhodes & Sharpe	16	Urban Minor Arterial	29,060	345	6		2,303	2,180	0.95	D+
1.79	2.4	GETWELL RD.	Raines & Winchester	16	Urban Minor Arterial	19,900	306	6		2,303	1,493	0.65	D+
2.4	2.54	GETWELL RD.	Raines & Winchester	16	Urban Minor Arterial	19,900	306	4		1,536	1,493	0.97	D+
0.18	0.51	GRAHAM ST.	Wales & Chelsea	16	Urban Minor Arterial	5,200	456	2		768	390	0.51	D+
1.28	1.59	GRAHAM ST.	Wales & Chelsea	16	Urban Minor Arterial	5,200	456	4		1,536	390	0.25	D+
1.83	2.74	GRAHAM ST.	Summer & Macon	16	Urban Minor Arterial	8,520	336	4		1,536	639	0.42	D+
2.9	3.03	GRAHAM ST.	Sam Cooper & Walnut Grove	16	Urban Minor Arterial	14,430	274	4		1,536	1,082	0.70	D+
2.99	3.01	GREER ST.	Highland & Goodlett	16	Urban Minor Arterial	7,880	518	2	35	768	591	0.77	D+
0	0.75	HACKS CROSS RD.	Holmes & DeSoto Co. Line	16	Urban Minor Arterial	15,460	117	2	45	768	1,160	1.51	F
0.75	1	HACKS CROSS RD.	Holmes & DeSoto Co. Line	16	Urban Minor Arterial	15,460	117	4	45	1,536	1,160	0.76	D+
1	1.37	HACKS CROSS RD.	Winchester & Shelby	16	Urban Minor Arterial	29,120	445	6	45	2,303	2,184	0.95	D+
2.1	2.21	HACKS CROSS RD.	Tournament & Players Club	16	Urban Minor Arterial	15,900	633	6	45	2,303	1,193	0.52	D+
2.92	3.21	HACKS CROSS RD.	Tournament & Players Club	16	Urban Minor Arterial	15,900	633	4	45	1,536	1,193	0.78	D+
5.52	5.62	HAWKINS MILL RD.	Raleigh-Millington & Coleman	16	Urban Minor Arterial	21,990	362	4		1,536	1,649	1.07	F
0	0.21	HICKORY HILL DR.	Byhalia Rd & Hwy 72	16	Urban Minor Arterial	13,530	911	5	45	1,919	1,015	0.53	D+
0.21	0.27	HICKORY HILL DR.	Byhalia Rd & Hwy 72	16	Urban Minor Arterial	13,530	911	6	45	2,303	1,015	0.44	D+
1.02	1.18	HICKORY HILL DR.	Rosewind Cr and Raines Rd	16	Urban Minor Arterial	27,640	734	6	45	2,303	2,073	0.90	D+
1.05	1.29	HIGHLAND RD.	Chelsea & I-240	16	Urban Minor Arterial	4,850	397	4		1,536	364	0.24	D+
1.96	1.97	HIGHLAND RD.	Rhodes & Sharpe	16	Urban Minor Arterial	14,570	396	4		1,536	1,093	0.71	D+
2.54	2.65	HIGHLAND RD.	Chelsea & I-240	16	Urban Minor Arterial	4,850	397	5		1,919	364	0.19	D+
0	0.69	HOLLYWOOD ST.	Central & Southern	16	Urban Minor Arterial	6,920	340	2	40	768	519	0.68	D+
0.69	1.22	HOLLYWOOD ST.	Central & Southern	16	Urban Minor Arterial	6,920	340	4	40	1,536	519	0.34	D+

blm	elm	Route Name	Location	Functional Class	Functional Classification	AADT	Count Station	Lanes	Speed Limit	Capacity	Volume	V/C Ratio	Level of Service
1.66	1.77	HOLLYWOOD ST.	Poplar & Broad	16	Urban Minor Arterial	10,300	461	2	35	768	773	1.01	E
2.47	2.52	HOLLYWOOD ST.	Summer & Jackson	16	Urban Minor Arterial	12,190	459	2	35	768	914	1.19	F
0	0.09	HOLMES RD.	Weaver & Horn Lake	16	Urban Minor Arterial	4,620	134	2		768	347	0.45	D+
2.08	2.12	HOLMES RD.	Horn Lake & Tulane	16	Urban Minor Arterial	9,680	532	2		768	726	0.95	D+
3.95	4.32	HOLMES RD.	Horn Lake & Tulane	16	Urban Minor Arterial	9,680	532	4		1,536	726	0.47	D+
4.51	5.43	HOLMES RD.	U.S. 51 & Millbranch	16	Urban Minor Arterial	13,820	528	4		1,536	1,037	0.67	D+
5.93	6.18	HOLMES RD.	U.S. 51 & Millbranch	16	Urban Minor Arterial	13,820	528	3		1,152	1,037	0.90	D+
6.18	6.38	HOLMES RD.	U.S. 51 & Millbranch	16	Urban Minor Arterial	13,820	528	2		768	1,037	1.35	F
7.52	9.54	HOLMES RD.	Getwell & Tchulahoma	16	Urban Minor Arterial	11,000	291	2		768	825	1.07	F
9.54	12.35	HOLMES RD.	Pleasant Hill & Malone	16	Urban Minor Arterial	8,600	302	2		768	645	0.84	D+
12.35	13.64	HOLMES RD.	Ross & Germantown Extended	16	Urban Minor Arterial	8,440	235	2		768	633	0.82	D+
0.45	0.99	HOLMES ST	Sam Cooper & Waynoka	16	Urban Minor Arterial	8,430	588	4		1,536	632	0.41	D+
0	0.11	HOMER ST.	Chelsea & I-240	16	Urban Minor Arterial	4,850	397	2		768	364	0.47	D+
1.62	2.01	HORN LAKE RD.	Raines & Shelby	16	Urban Minor Arterial	9,550	355	2		768	716	0.93	D+
2.01	2.17	HORN LAKE RD.	Raines & Shelby	16	Urban Minor Arterial	9,550	355	4		1,536	716	0.47	D+
2.28	3.07	HORN LAKE RD.	Nonconnah Creek & I-55	16	Urban Minor Arterial	14,090	322	4		1,536	1,057	0.69	D+
3.07	3.22	HORN LAKE RD.	Nonconnah Creek & I-55	16	Urban Minor Arterial	14,090	322	2		768	1,057	1.38	F
0.21	1.28	HOUSTON LEVEE RD.	Frank & U.S. 72	16	Urban Minor Arterial	14,650	111	4		1,536	1,099	0.72	D+
5.8	5.9	HOUSTON LEVEE RD.	Frank & U.S. 72	16	Urban Minor Arterial	14,650	111	2	45	768	1,099	1.43	F
9.77	11.44	HOUSTON LEVEE RD.	U.S. 64 & Morning Sun	16	Urban Minor Arterial	12,110	618	2	45	768	908	1.18	F
0	1.38	HUMPHREYS BLVD.	Walnut Grove & Shady Grove E.	16	Urban Minor Arterial	24,800	553	6		2,303	1,860	0.81	D+
1.66	1.83	JACKSON AV.	Garden Ln & Poplar Ave	16	Urban Minor Arterial	4,270	667	1		384	320	0.83	D+
0	0.11	JAMES RD.	Coleman & Covington Pike	16	Urban Minor Arterial	25,250	70	6	45	2,303	1,894	0.82	D+
1.8	2.19	JAMES RD.	Overton Crossing & Range Line	16	Urban Minor Arterial	10,450	333	4		1,536	784	0.51	D+
4.39	5.2	JAMES RD.	New Allen & Austin Peay	16	Urban Minor Arterial	14,770	361	4		1,536	1,108	0.72	D+
5.2	5.91	JAMES RD.	New Allen & Austin Peay	16	Urban Minor Arterial	14,770	361	6		2,303	1,108	0.48	D+
0	0.09	JEFFERSON AV.	Byhalia Rd & Hwy 72	16	Urban Minor Arterial	2,100	901	2	40	768	158	0.21	D+
0.23	0.4	JEFFERSON AV.	Byhalia Rd & Hwy 72	16	Urban Minor Arterial	2,100	901	3	40	1,152	158	0.14	D+
0.4	0.48	JEFFERSON AV.	Byhalia Rd & Hwy 72	16	Urban Minor Arterial	2,100	901	4	40	1,536	158	0.10	D+
0.48	0.53	JEFFERSON AV.	Pauline & I-240 Midtown	16	Urban Minor Arterial	7,270	337	4	40	1,536	545	0.36	D+
0	0.96	KANSAS ST.	Person & Mallory	16	Urban Minor Arterial	5,360	592	2		768	402	0.52	D+
0.96	1.09	KANSAS ST.	Person & Mallory	16	Urban Minor Arterial	5,360	592	4		1,536	402	0.26	D+
0	0.03	KETCHUM RD.	Perry & Airways	16	Urban Minor Arterial	5,910	347	2		768	443	0.58	D+
0	0.08	KETCHUM RD.	Airways & Pendleton	16	Urban Minor Arterial	10,470	521	4		1,536	785	0.51	D+
0.03	0.06	KETCHUM RD.	Perry & Airways	16	Urban Minor Arterial	5,910	347	4		1,536	443	0.29	D+
0	0.06	KIMBALL AVE	Semmes St and Greer St	16	Urban Minor Arterial	4,970	768	4		1,536	373	0.24	D+
0.12	0.19	KIMBALL AVE	Semmes St and Greer St	16	Urban Minor Arterial	4,970	768	2		768	373	0.49	D+
0	0.87	KIMBALL RD	Robin Hood Ln and Echles St	16	Urban Minor Arterial	6,870	771	4		1,536	515	0.34	D+
0	0.07	KIMBROUGH RD.	Poplar & Forest Hill-Irene	16	Urban Minor Arterial	6,110	228	4	30	1,536	458	0.30	D+
2.94	3.34	KIMGBROUGH RD.	Poplar Ave & Neshoba Rd	16	Urban Minor Arterial	3,590	874	2		768	269	0.35	D+
3.34	3.55	KIMGBROUGH RD.	Poplar Ave & Neshoba Rd	16	Urban Minor Arterial	3,590	874	4		1,536	269	0.18	D+
0	0.9	KIRBY PARKWAY	Messick & Poplar Pike	16	Urban Minor Arterial	10,850	376	4		1,536	814	0.53	D+
0.9	0.91	KIRBY PARKWAY	Messick & Poplar Pike	16	Urban Minor Arterial	10,850	376	6		2,303	814	0.35	D+
1.06	1.08	KIRBY PARKWAY	Poplar & Massey Lane	16	Urban Minor Arterial	18,570	377	4		1,536	1,393	0.91	D+
1.77	2.3	KIRBY PARKWAY	Poplar & Massey Lane	16	Urban Minor Arterial	18,570	377	2		768	1,393	1.81	F
1.79	1.98	KIRBY PKWY.	Winchester & Raines	16	Urban Minor Arterial	20,350	581	6	45	2,303	1,526	0.66	D+
5.04	5.18	KIRBY PKWY.	Poplar Pike & Quince	16	Urban Minor Arterial	4,650	101	6	45	2,303	349	0.15	D+

blm	elm	Route Name	Location	Functional Class	Functional Classification	AADT	Count Station	Lanes	Speed Limit	Capacity	Volume	V/C Ratio	Level of Service
5.18	5.29	KIRBY RD.	Poplar Pike & Quince	16	Urban Minor Arterial	4,650	101	4	45	1,536	349	0.23	D+
5.29	5.61	KIRBY RD.	Poplar Pike & Quince	16	Urban Minor Arterial	4,650	101	2	45	768	349	0.45	D+
5.21	5.41	KIRBY WHITTEN RD.	Stage & Memphis-Arlington	16	Urban Minor Arterial	13,740	555	6	40	2,303	1,031	0.45	D+
0	0.13	KNIGHT-ARNOLD RD.	Lamar Ave and New Getwell	16	Urban Minor Arterial	15,180	764	4		1,536	1,139	0.74	D+
1.18	1.35	KNIGHT-ARNOLD RD.	Clearbrook & Perkins	16	Urban Minor Arterial	23,330	573	4		1,536	1,750	1.14	D+
5.01	5.51	KNIGHT-ARNOLD RD.	Clearbrook & Perkins	16	Urban Minor Arterial	23,330	573	6		2,303	1,750	0.76	D+
6.28	6.38	KNIGHT-ARNOLD RD.	Clearbrook & Perkins	16	Urban Minor Arterial	23,330	573	2		768	1,750	2.28	D+
7.26	7.5	KNIGHT-ARNOLD RD.	Riverdale Rd and Caledonian Rd	16	Urban Minor Arterial	980	751	2		768	74	0.10	D+
0.64	0.93	LAKEVIEW RD.	Brooks & Mitchell	16	Urban Minor Arterial	4,570	514	2		768	343	0.45	D+
1.3	1.51	LAKEVIEW RD.	Brooks & Mitchell	16	Urban Minor Arterial	4,570	514	4		1,536	343	0.22	D+
0	0.34	LAUDERDALE ST.	Person & Mallory	16	Urban Minor Arterial	6,400	513	4		1,536	480	0.31	D+
1.03	1.35	LAUDERDALE ST.	Person & Mallory	16	Urban Minor Arterial	6,400	513	2		768	480	0.63	D+
0	0.9	LENOW RD.	Exeter Rd & Brierbrook Rd	16	Urban Minor Arterial	1,870	881	2	40	768	140	0.18	D+
0	0.09	LINDEN AVE.	Third & Danny Thomas	16	Urban Minor Arterial	6,880	504	2		768	516	0.67	D+
0.47	0.64	LINDEN AVE.	Peabody & Pauline	16	Urban Minor Arterial	5,780	491	2		768	434	0.56	D+
0	0.24	MACON RD	Jackson Ave & National St	16	Urban Minor Arterial	7,110	683	2		768	533	0.69	D+
0.24	0.47	MACON RD	Jackson Ave & National St	16	Urban Minor Arterial	7,110	683	4		1,536	533	0.35	D+
1.63	1.96	MACON RD.	Germantown Pkwy. & Rocky Poin	16	Urban Minor Arterial	12,470	84	2	45	768	935	1.22	F
1.79	1.83	MACON RD.	Graham & Stratford	16	Urban Minor Arterial	11,900	238	4		1,536	893	0.58	D+
1.96	2.11	MACON RD.	Germantown Pkwy. & Rocky Poin	16	Urban Minor Arterial	12,470	84	2	40	768	935	1.22	F
2.66	3.35	MACON RD.	Sycamore View & Mullins Statio	16	Urban Minor Arterial	18,060	206	6	45	2,303	1,355	0.59	D+
3.35	3.47	MACON RD.	Sycamore View & Mullins Statio	16	Urban Minor Arterial	18,060	206	5	45	1,919	1,355	0.71	D+
3.47	3.66	MACON RD.	Sycamore View & Mullins Statio	16	Urban Minor Arterial	18,060	206	2	45	768	1,355	1.76	F
5.38	5.45	MACON RD.	Germantown Pkwy. & Rocky Poin	16	Urban Minor Arterial	12,470	84	3	40	1,152	935	0.81	D+
5.93	5.95	MACON RD.	Reed Hooker & Coll.-Arlington	16	Urban Minor Arterial	3,890	418	2	45	768	292	0.38	D+
9.69	9.7	MACON RD.	Graham & Stratford	16	Urban Minor Arterial	11,900	238	4	40	1,536	893	0.58	D+
0	0.03	MADISON AVE.	Cleveland & McLean	16	Urban Minor Arterial	11,760	339	2		768	882	1.15	F
0.03	0.36	MADISON AVE.	Cleveland & McLean	16	Urban Minor Arterial	11,760	339	4		1,536	882	0.57	D+
2.27	2.33	MADISON AVE.	Dunlap & Pauline	16	Urban Minor Arterial	5,550	338	4		1,536	416	0.27	D+
2.41	2.45	MADISON AVE.	Dunlap & Pauline	16	Urban Minor Arterial	5,550	338	6		2,303	416	0.18	D+
2.99	3.04	MADISON AVE.	Danny Thomas & Manassas	16	Urban Minor Arterial	6,140	487	5		1,919	461	0.24	D+
3.08	3.35	MADISON AVE.	Danny Thomas & Manassas	16	Urban Minor Arterial	6,140	487	3		1,152	461	0.40	D+
2.74	2.78	MALLORY AVE.	Third & Lauderdale	16	Urban Minor Arterial	9,380	350	4		1,536	704	0.46	D+
4.36	4.73	MALLORY AVE.	Third & Lauderdale	16	Urban Minor Arterial	9,380	350	2		768	704	0.92	D+
1.07	1.19	MASSEY RD.	Eastern Ave and Poplar Pike	16	Urban Minor Arterial	4,330	756	2		768	325	0.42	D+
8.91	9.69	MCCRORY RD.	Graham & Stratford	16	Urban Minor Arterial	11,900	238	4	40	1,536	893	0.58	D+
1.3	1.59	MEMPHIS-ARLINGTON RD	Billy Maher & Dutwiler	16	Urban Minor Arterial	10,820	53	2		768	812	1.06	F
1.63	1.71	MEMPHIS-ARLINGTON RD	Billy Maher & Dutwiler	16	Urban Minor Arterial	10,820	53	4		1,536	812	0.53	D+
1.68	1.91	MENDENHALL RD	Willow & Quince	16	Urban Minor Arterial	21,140	98	4		1,536	1,586	1.03	E
1.91	2.11	MENDENHALL RD	Shady Grove & Cole	16	Urban Minor Arterial	17,580	568	4		1,536	1,319	0.86	D+
0.38	0.46	MESSICK RD.	Kirby Pkwy & Kirby Rd.	16	Urban Minor Arterial	4,340	572	2		768	326	0.42	D+
0	1.7	MILL BRANCH RD.	Holmes & DeSoto Co. Line	16	Urban Minor Arterial	9,520	527	4		1,536	714	0.46	D+
1.8	2.85	MILL BRANCH RD.	Raines & Shelby	16	Urban Minor Arterial	19,160	356	4		1,536	1,437	0.94	D+
4.06	4.52	MILL BRANCH RD.	I-240 & Brooks	16	Urban Minor Arterial	24,990	425	4		1,536	1,874	1.22	F
4.52	5.1	MILL BRANCH RD.	I-240 & Brooks	16	Urban Minor Arterial	24,990	425	6		2,303	1,874	0.81	D+
5.1	5.25	MILL BRANCH RD.	I-240 & Brooks	16	Urban Minor Arterial	24,990	425	8		3,071	1,874	0.61	D+
		Millbranch	State Line Rd. & TN/MS State Lin	16	Urban Minor Arterial	8,500	5300	2		768	638	0.83	D+

blm	elm	Route Name	Location	Functional Class	Functional Classification	AADT	Count Station	Lanes	Speed Limit	Capacity	Volume	V/C Ratio	Level of Service
18.28	18.34	MILLINGTON-ARLINGTON	Armour & Donnell	16	Urban Minor Arterial	17,720	9	2	45	768	1,329	1.73	F
3.52	3.75	MINDEN RD.	Sam Cooper & Walnut Grove	16	Urban Minor Arterial	14,430	274	4		1,536	1,082	0.70	D+
4.56	4.64	MINDEN RD.	Southern & Central	16	Urban Minor Arterial	19,650	370	4		1,536	1,474	0.96	D+
0.44	0.68	MISSISSIPPI BLVD.	Walker & Crump	16	Urban Minor Arterial	7,190	601	2		768	539	0.70	D+
0.68	0.86	MISSISSIPPI BLVD.	Walker & Crump	16	Urban Minor Arterial	7,190	601	4		1,536	539	0.35	D+
0	0.04	MITCHELL RD.	Weaver & Horn Lake	16	Urban Minor Arterial	3,440	91	6		2,303	258	0.11	D+
0.04	0.34	MITCHELL RD.	Weaver & Horn Lake	16	Urban Minor Arterial	3,440	91	2		768	258	0.34	D+
0	1.37	MT MORIAH RD	Willow & Quince	16	Urban Minor Arterial	21,140	98	4		1,536	1,586	1.03	D+
0	0.82	MT. MORIAH RD. EXTD.	Byhalia Rd & Hwy 72	16	Urban Minor Arterial	17,230	893	4	45	1,536	1,292	0.84	D+
3.16	3.39	MT. MORIAN RD.	Byhalia Rd & Hwy 72	16	Urban Minor Arterial	20,040	890	6	40	2,303	1,503	0.65	D+
0.41	0.45	MULLINS STATION RD.	Whitten & Sycamore View	16	Urban Minor Arterial	9,690	328	2	30	768	727	0.95	D+
0.45	0.71	MULLINS STATION RD.	Whitten & Sycamore View	16	Urban Minor Arterial	9,690	328	2	45	768	727	0.95	D+
1.18	2.42	MULLINS STATION RD.	Macon & Germantown	16	Urban Minor Arterial	12,210	329	2	45	768	916	1.19	F
0.41	0.58	N. BYHALIA RD.	U.S. 72 & Frank	16	Urban Minor Arterial	18,420	416	4		1,536	1,382	0.90	D+
1.78	2.05	N. BYHALIA RD.	U.S. 72 & Frank	16	Urban Minor Arterial	18,420	416	2		768	1,382	1.80	F
6.26	6.3	N. CLEVELAND ST.	Jackson & North Parkway	16	Urban Minor Arterial	12,230	472	4		1,536	917	0.60	D+
6.55	6.72	N. COOPER ST.	Madison & Court	16	Urban Minor Arterial	7,130	591	4		1,536	535	0.35	D+
6.72	6.75	N. COOPER ST.	Madison & Court	16	Urban Minor Arterial	7,130	591	2		768	535	0.70	D+
0.13	0.14	N. DUNLAP ST.	Adams & Jefferson	16	Urban Minor Arterial	6,720	475	4		1,536	504	0.33	D+
9.87	10.01	N. FRONT ST.	Court & Madison	16	Urban Minor Arterial	12,210	217	5		1,919	916	0.48	D+
10.49	10.62	N. FRONT ST.	Court & Madison	16	Urban Minor Arterial	12,210	217	4		1,536	916	0.60	D+
3.83	4.06	N. HIGHLAND ST.	Sam Cooper & Walnut Grove	16	Urban Minor Arterial	25,090	272	4		1,536	1,882	1.23	F
2.99	3.04	N. HOLLYWOOD ST.	Wolf River & I-40	16	Urban Minor Arterial	19,550	301	4	35	1,536	1,466	0.95	D+
3.31	3.46	N. HOLLYWOOD ST.	Wolf River & I-40	16	Urban Minor Arterial	19,550	301	4	25	1,536	1,466	0.95	D+
3.46	3.65	N. HOLLYWOOD ST.	Wolf River & I-40	16	Urban Minor Arterial	19,550	301	4	40	1,536	1,466	0.95	D+
5.18	5.3	N. HOLLYWOOD ST.	Wolf River & I-40	16	Urban Minor Arterial	19,550	301	6	40	2,303	1,466	0.64	D+
5.3	5.47	N. HOLLYWOOD ST.	I-40 & James	16	Urban Minor Arterial	25,570	315	6	40	2,303	1,918	0.83	D+
2.01	2.09	N. MANASSAS ST.	Adams & Jefferson	16	Urban Minor Arterial	6,160	476	4		1,536	462	0.30	D+
0	0.2	N. MCLEAN BLVD.	Byhalia Rd & Hwy 72	16	Urban Minor Arterial	6,950	902	4		1,536	521	0.34	D+
0.85	1.17	N. MCLEAN BLVD.	Madison & Poplar	16	Urban Minor Arterial	11,700	369	4		1,536	878	0.57	D+
1.4	2.09	N. MCLEAN BLVD.	Madison & Poplar	16	Urban Minor Arterial	11,700	369	2		768	878	1.14	F
4.87	4.91	N. MCLEAN BLVD.	I-240 & Chelsea Ave	16	Urban Minor Arterial	8,450	714	4	50	1,536	634	0.41	D+
6.07	6.65	N. MCLEAN BLVD.	I-240 & Chelsea Ave	16	Urban Minor Arterial	8,450	714	4	45	1,536	634	0.41	D+
0.84	0.87	N. SECOND ST.	North Parkway & I-40	16	Urban Minor Arterial	4,030	467	2		768	302	0.39	D+
0.87	1.01	N. SECOND ST.	Washington & Adams	16	Urban Minor Arterial	8,520	142	4		1,536	639	0.42	D+
1.01	1.08	N. SECOND ST.	Washington & Adams	16	Urban Minor Arterial	8,520	142	3		1,152	639	0.55	D+
4.52	4.55	N. SECOND ST.	Wolf River & Whitney	16	Urban Minor Arterial	5,670	300	2	35	768	425	0.55	D+
4.55	4.8	N. SECOND ST.	Wolf River & Whitney	16	Urban Minor Arterial	5,670	300	2	45	768	425	0.55	D+
11.8	12.14	N. THIRD ST.	Washington & Adams	16	Urban Minor Arterial	8,130	141	3	35	1,152	610	0.53	D+
12.38	12.39	N. THIRD ST.	North Parkway & I-40	16	Urban Minor Arterial	7,830	538	3	35	1,152	587	0.51	D+
0	0.01	N. WATKINS ST.	Robertson & U.S. 51	16	Urban Minor Arterial	10,870	25	4	55	1,536	815	0.53	D+
0	0.25	N. WATKINS ST.	Frayser & U.S. 51	16	Urban Minor Arterial	12,150	59	4		1,536	911	0.59	D+
1.59	1.89	N. WATKINS ST.	I-40 & James	16	Urban Minor Arterial	21,880	317	4		1,536	1,641	1.07	D+
2.78	2.9	N. WATKINS ST.	Fite & Robertson	16	Urban Minor Arterial	2,910	408	4		1,536	218	0.14	D+
3.11	3.18	N. WATKINS ST.	I-40 & James	16	Urban Minor Arterial	21,880	317	6		2,303	1,641	0.71	D+
3.44	3.53	N. WATKINS ST.	Chelsea & Wolf River	16	Urban Minor Arterial	13,080	63	6		2,303	981	0.43	D+
3.63	3.84	N. WATKINS ST.	Chelsea & Wolf River	16	Urban Minor Arterial	13,080	63	4		1,536	981	0.64	D+

blm	elm	Route Name	Location	Functional Class	Functional Classification	AADT	Count Station	Lanes	Speed Limit	Capacity	Volume	V/C Ratio	Level of Service
4.57	4.75	N. WATKINS ST.	Chelsea & Wolf River	16	Urban Minor Arterial	13,080	63	5		1,919	981	0.51	D+
5.81	5.88	N. WATKINS ST.	Jackson & North Parkway	16	Urban Minor Arterial	12,230	472	4		1,536	917	0.60	D+
5.88	6.03	N. WATKINS ST.	Jackson & North Parkway	16	Urban Minor Arterial	12,230	472	5		1,919	917	0.48	D+
		Nail	Horn Lake & Hurt	16	Urban Minor Arterial	7,000	5090	2		768	525	0.68	D+
0	0.23	NATIONAL ST.	Summer & Macon	16	Urban Minor Arterial	9,550	587	4		1,536	716	0.47	D+
18.9	19.04	NAVY RD.	Navy & Millington-Arlington	16	Urban Minor Arterial	2,080	430	3	45	1,152	156	0.14	D+
19.04	19.12	NAVY RD.	Bethuel & Sledge	16	Urban Minor Arterial	4,570	254	3	45	1,152	343	0.30	D+
19.12	19.9	NAVY RD.	Bethuel & Sledge	16	Urban Minor Arterial	4,570	254	4	45	1,536	343	0.22	D+
20.17	20.26	NAVY RD.	Martin & Bethuel	16	Urban Minor Arterial	6,990	551	4	45	1,536	524	0.34	D+
20.26	20.31	NAVY RD.	Martin & Bethuel	16	Urban Minor Arterial	6,990	551	4	40	1,536	524	0.34	D+
21.05	21.26	NAVY RD.	Easley & North Creek	16	Urban Minor Arterial	14,010	13	4	40	1,536	1,051	0.68	D+
22.46	22.61	NAVY RD.	Church & Easley	16	Urban Minor Arterial	10,920	359	4	30	1,536	819	0.53	D+
22.85	23.01	NAVY RD.	U.S. 51 & Church	16	Urban Minor Arterial	13,790	242	4	30	1,536	1,034	0.67	D+
0	0.3	NEELY RD.	Raines & Fairway	16	Urban Minor Arterial	10,210	596	2		768	766	1.00	E
1.23	1.3	NEELY RD.	Raines & Fairway	16	Urban Minor Arterial	10,210	596	3		1,152	766	0.66	D+
1.41	1.58	NEELY RD.	Raines & Fairway	16	Urban Minor Arterial	10,210	596	4		1,536	766	0.50	D+
0.47	0.76	NESHOBIA RD.	Poplar Ave & Neshoba Rd	16	Urban Minor Arterial	3,590	874	2		768	269	0.35	D+
2.01	2.23	NESHOBIA RD.	Poplar Ave & Neshoba Rd	16	Urban Minor Arterial	3,590	874	4		1,536	269	0.18	D+
3.26	3.31	NEW ALLEN RD.	I-40 & James	16	Urban Minor Arterial	14,360	313	4		1,536	1,077	0.70	D+
4.62	5.71	NEW ALLEN RD.	Ridgemont & Raleigh-Millington	16	Urban Minor Arterial	7,550	56	4		1,536	566	0.37	D+
1.84	3.27	NEW BROWNSVILLE RD.	Stage & Yale	16	Urban Minor Arterial	4,360	451	6	45	2,303	327	0.14	D+
3.39	4.42	NEW HORN LAKE	Nonconnah Creek & I-55	16	Urban Minor Arterial	14,090	322	4		1,536	1,057	0.69	D+
5.2	5.24	NEW HORN LAKE	Belz & South Parkway	16	Urban Minor Arterial	5,300	349	4		1,536	398	0.26	D+
2.9	2.94	NEW TCHULAHOMA RD.	Shelby & Holmes	16	Urban Minor Arterial	5,680	126	4	45	1,536	426	0.28	D+
1.4	1.45	NEW WILLOW AVE	Colonial & Perkins	16	Urban Minor Arterial	11,160	571	2		768	837	1.09	F
1.8	1.83	NORRIS RD.	Perry & Airways	16	Urban Minor Arterial	5,910	347	4		1,536	443	0.29	D+
2.4	2.45	NORRIS RD.	Third & Lauderdale	16	Urban Minor Arterial	9,380	350	4		1,536	704	0.46	D+
0	0.08	NORTH PARKWAY	Front & Main	16	Urban Minor Arterial	3,130	366	2		768	235	0.31	D+
0.15	0.23	NORTH PARKWAY	Front & Main	16	Urban Minor Arterial	3,130	366	4		1,536	235	0.15	D+
3.47	3.78	NORTH PARKWAY	Danny Thomas & I-40	16	Urban Minor Arterial	13,690	468	6		2,303	1,027	0.45	D+
3.97	4.34	NORTH PARKWAY	I-40 & Watkins	16	Urban Minor Arterial	16,840	268	6		2,303	1,263	0.55	D+
4.7	4.77	NORTH PARKWAY	I-40 & Watkins	16	Urban Minor Arterial	16,840	268	4		1,536	1,263	0.82	D+
5.5	5.75	NORTH PARKWAY	McLean & East Parkway	16	Urban Minor Arterial	27,340	269	6		2,303	2,051	0.89	D+
0	0.89	OAK RD.	Memphis-Arlington & U.S. 70	16	Urban Minor Arterial	3,360	437	2		768	252	0.33	D+
0	4.69	OLD BROWNSVILLE HWY.	Billy Maher & Ellendale	16	Urban Minor Arterial	6,820	585	2		768	512	0.67	D+
0	0.01	OLD BROWNSVILLE RD.	Stage & Yale	16	Urban Minor Arterial	4,360	451	2	30	768	327	0.43	D+
0.36	0.44	OLD BROWNSVILLE RD.	Stage & Yale	16	Urban Minor Arterial	4,360	451	3	30	1,152	327	0.28	D+
0.45	0.56	OLD BROWNSVILLE RD.	Stage & Yale	16	Urban Minor Arterial	4,360	451	4	30	1,536	327	0.21	D+
0.56	1.14	OLD BROWNSVILLE RD.	Stage & Yale	16	Urban Minor Arterial	4,360	451	4	40	1,536	327	0.21	D+
1.14	1.25	OLD BROWNSVILLE RD.	Stage & Yale	16	Urban Minor Arterial	4,360	451	2	40	768	327	0.43	D+
1.54	1.56	OLD BROWNSVILLE RD.	Stage & Yale	16	Urban Minor Arterial	4,360	451	2	45	768	327	0.43	D+
1.56	1.84	OLD BROWNSVILLE RD.	Stage & Yale	16	Urban Minor Arterial	4,360	451	6	45	2,303	327	0.14	D+
0	0.35	ORLEANS RD.	Byhalia Rd & Hwy 72	16	Urban Minor Arterial	4,270	913	2		768	320	0.42	D+
0	0.27	OUTLAND RD.	Winchester & Raines	16	Urban Minor Arterial	10,270	576	4		1,536	770	0.50	D+
0	0.11	OVERTON CROSSING	N Watkins and Delano Rd	16	Urban Minor Arterial	8,960	657	2		768	672	0.88	D+
0.98	1.08	OVERTON CROSSING	N Watkins and Delano Rd	16	Urban Minor Arterial	8,960	657	3		1,152	672	0.58	D+
1.08	1.25	OVERTON CROSSING	N Watkins and Delano Rd	16	Urban Minor Arterial	8,960	657	4		1,536	672	0.44	D+

blm	elm	Route Name	Location	Functional Class	Functional Classification	AADT	Count Station	Lanes	Speed Limit	Capacity	Volume	V/C Ratio	Level of Service
3.49	4.23	OVERTON CROSSING ST.	St. Elmo & Frayser	16	Urban Minor Arterial	8,910	410	2	40	768	668	0.87	D+
0	0.02	PARK AVE.	Pendleton & Prescott	16	Urban Minor Arterial	14,830	341	3		1,152	1,112	0.97	D+
0.02	0.22	PARK AVE.	Pendleton & Prescott	16	Urban Minor Arterial	14,830	341	4		1,536	1,112	0.72	D+
3.29	3.54	PARK AVE.	Goodlett & Perkins	16	Urban Minor Arterial	24,230	343	4		1,536	1,817	1.18	D+
0	0.21	PAULINE ST.	Peabody & E.H. Crump	16	Urban Minor Arterial	4,190	492	2		768	314	0.41	D+
0.43	0.5	PAULINE ST.	Washington & Jefferson	16	Urban Minor Arterial	8,830	474	4		1,536	662	0.43	D+
0	0.07	PEABODY AVE	Bellevue & Cleveland	16	Urban Minor Arterial	11,350	490	4		1,536	851	0.55	D+
0.74	0.98	PENDLETON ST.	Airways & Pendleton	16	Urban Minor Arterial	10,470	521	2		768	785	1.02	E
0.98	1.51	PENDLETON ST.	Airways & Pendleton	16	Urban Minor Arterial	10,470	521	4		1,536	785	0.51	D+
1.78	1.8	PENDLETON ST.	Park & Barron	16	Urban Minor Arterial	11,490	517	4		1,536	862	0.56	D+
3.07	3.16	PERKINS RD.	Park & Quince	16	Urban Minor Arterial	13,010	344	4	40	1,536	976	0.64	D+
3.59	4.7	PERKINS RD.	Park & Quince	16	Urban Minor Arterial	13,010	344	4	35	1,536	976	0.64	D+
4.7	5.07	PERKINS RD.	Park & Quince	16	Urban Minor Arterial	13,010	344	2	35	768	976	1.27	D+
6.8	8.02	PERKINS RD.	Sam Cooper & Walnut Grove	16	Urban Minor Arterial	21,530	276	4	40	1,536	1,615	1.05	E
5.45	5.71	PERKINS RD. EXTD.	Park & Quince	16	Urban Minor Arterial	13,010	344	4	40	1,536	976	0.64	D+
0.66	0.77	PERRY RD	Norris Rd and Dunn Rd	16	Urban Minor Arterial	6,610	832	4		1,536	496	0.32	D+
0	0.06	PERSON AVE	Elvis Presley & Castalia	16	Urban Minor Arterial	7,050	594	4		1,536	529	0.34	D+
0.87	0.93	PERSON AVE	Elvis Presley & Castalia	16	Urban Minor Arterial	7,050	594	2		768	529	0.69	D+
0	0.08	PLEASANT RIDGE RD.	Raleigh-Millington & Singleton	16	Urban Minor Arterial	1,190	30	2		768	89	0.12	D+
0	0.61	PLEASANT VIEW RD.	Covington Pike & Bartlett Road	16	Urban Minor Arterial	13,710	398	4		1,536	1,028	0.67	D+
0.61	1.56	PLEASANT VIEW RD.	Covington Pike & Bartlett Road	16	Urban Minor Arterial	13,710	398	6		2,303	1,028	0.45	D+
3.49	3.54	POPLAR AVE.	N Third St and Fourth St	16	Urban Minor Arterial	11,350	855	6		2,303	851	0.37	D+
3.54	3.61	POPLAR AVE.	N Third St and Fourth St	16	Urban Minor Arterial	11,350	855	4		1,536	851	0.55	D+
0	1.01	POPLAR PIKE	Byhalia Rd & Hwy 72	16	Urban Minor Arterial	8,340	904	2		768	626	0.81	D+
1.98	2.19	POPLAR PIKE	Hacks Cross & Cedar Rige	16	Urban Minor Arterial	17,040	868	2		768	1,278	1.66	F
3	3.37	POPLAR PIKE	Hacks Cross & Cedar Rige	16	Urban Minor Arterial	17,040	868	4		1,536	1,278	0.83	D+
7.87	7.92	POPLAR PK.	Goodlett & Perkins	16	Urban Minor Arterial	24,230	343	4		1,536	1,817	1.18	F
8.4	8.58	POPLAR PK.	Goodlett & Perkins	16	Urban Minor Arterial	24,230	343	3		1,152	1,817	1.58	F
8.58	9.08	POPLAR PK.	Sunset & Satinwood	16	Urban Minor Arterial	15,410	570	2		768	1,156	1.51	F
9.16	9.26	POPLAR PK.	Sunset & Satinwood	16	Urban Minor Arterial	15,410	570	3		1,152	1,156	1.00	E
9.26	10.06	POPLAR PK.	Sunset & Satinwood	16	Urban Minor Arterial	15,410	570	4		1,536	1,156	0.75	D+
0	0.38	PRESCOTT RD.	Rhodes & Sharpe	16	Urban Minor Arterial	14,570	396	4		1,536	1,093	0.71	D+
1.17	1.86	QUAIL HOLLOW RD.	Briarcrest Ave and Shady Grove	16	Urban Minor Arterial	8,360	803	2	35	768	627	0.82	D+
4.39	4.67	QUINCE AV.	I-240 & Ridgeway	16	Urban Minor Arterial	17,730	382	4	40	1,536	1,330	0.87	D+
3.19	3.59	QUINCE RD.	Getwell & Perkins	16	Urban Minor Arterial	14,160	380	4	40	1,536	1,062	0.69	D+
3.77	3.83	QUINCE RD.	I-240 & Ridgeway	16	Urban Minor Arterial	17,730	382	4	40	1,536	1,330	0.87	D+
7.14	7.49	QUINCE RD.	Kirby Road & Winchester	16	Urban Minor Arterial	8,450	259	4	40	1,536	634	0.41	D+
7.66	8.02	QUINCE RD.	Kirby Road & Winchester	16	Urban Minor Arterial	8,450	259	2	45	768	634	0.83	D+
8.12	8.3	QUINCE RD.	Kirby Road & Winchester	16	Urban Minor Arterial	8,450	259	4	45	1,536	634	0.41	D+
1.81	1.82	RADFORD RD.	Rhodes & Sharpe	16	Urban Minor Arterial	14,570	396	4		1,536	1,093	0.71	D+
0	0.39	RAINES RD.	Weaver & U.S. 61	16	Urban Minor Arterial	8,500	354	4		1,536	638	0.42	D+
1.09	1.98	RAINES RD.	Hickory Hill & Mendenhall	16	Urban Minor Arterial	17,220	577	6		2,303	1,292	0.56	D+
1.42	2.09	RAINES RD.	Prescott Rd and Tchulahoma Rd	16	Urban Minor Arterial	4,430	745	2		768	332	0.43	D+
1.47	1.65	RAINES RD.	Orleans & U.S. 51	16	Urban Minor Arterial	17,790	185	4		1,536	1,334	0.87	D+
4.69	5.1	RAINES RD.	U.S. 51 & Millbranch	16	Urban Minor Arterial	18,910	186	4		1,536	1,418	0.92	D+
5.64	5.83	RAINES RD.	U.S. 51 & Millbranch	16	Urban Minor Arterial	18,910	186	2		768	1,418	1.85	D+
5.83	5.96	RAINES RD.	U.S. 51 & Millbranch	16	Urban Minor Arterial	18,910	186	3		1,152	1,418	1.23	D+

blm	elm	Route Name	Location	Functional Class	Functional Classification	AADT	Count Station	Lanes	Speed Limit	Capacity	Volume	V/C Ratio	Level of Service
0.81	0.97	RALEIGH-LA GRANGE RD.	Rocky Point & Houston Levee	16	Urban Minor Arterial	10,660	227	6		2,303	800	0.35	D+
0.97	1.12	RALEIGH-LA GRANGE RD.	Rocky Point & Houston Levee	16	Urban Minor Arterial	10,660	227	4		1,536	800	0.52	D+
1.53	1.69	RALEIGH-LA GRANGE RD.	Rocky Point & Houston Levee	16	Urban Minor Arterial	10,660	227	2		768	800	1.04	E
0	0.39	RALEIGH-LAGRANGE RD.	Dexter Rd and Amberly Village	16	Urban Minor Arterial	9,120	679	2		768	684	0.89	D+
0	0.88	RALEIGH-LAGRANGE RD.	Summer Ave & Shelby Oaks Dr	16	Urban Minor Arterial	9,080	884	2		768	681	0.89	D+
1.53	1.71	RALEIGH-LAGRANGE RD.	Bartlett Road & Sycamore View	16	Urban Minor Arterial	23,770	455	2		768	1,783	2.32	F
3.54	3.84	RALEIGH-LAGRANGE RD.	Bartlett Road & Sycamore View	16	Urban Minor Arterial	23,770	455	4		1,536	1,783	1.16	F
3.84	3.96	RALEIGH-LAGRANGE RD.	Stage & Covington Pike	16	Urban Minor Arterial	20,940	71	6		2,303	1,571	0.68	D+
4.85	5.25	RALEIGH-LAGRANGE RD.	Frank & U.S. 72	16	Urban Minor Arterial	14,650	111	2	45	768	1,099	1.43	F
0	0.07	RALEIGH-MILLINGTON RD	Yale & Austin Peay	16	Urban Minor Arterial	23,940	67	4		1,536	1,796	1.17	D+
0.52	0.58	RALEIGH-MILLINGTON RD	Hawkins Mill & Raml	16	Urban Minor Arterial	5,410	720	2	35	768	406	0.53	D+
1.37	1.57	RALEIGH-MILLINGTON RD	Bolen Huse & Egypt-Central	16	Urban Minor Arterial	12,000	393	4		1,536	900	0.59	D+
1.88	2.49	RALEIGH-MILLINGTON RD	Bolen Huse & Egypt-Central	16	Urban Minor Arterial	12,000	393	6		2,303	900	0.39	D+
2.49	3.55	RALEIGH-MILLINGTON RD	Bolen Huse & Egypt-Central	16	Urban Minor Arterial	12,000	393	2		768	900	1.17	F
3.55	3.91	RALEIGH-MILLINGTON RD	Fite & Loosahatchie River	16	Urban Minor Arterial	13,980	221	2		768	1,049	1.37	F
4.51	4.66	RALEIGH-MILLINGTON RD	Paul Barret & Big Creek Church	16	Urban Minor Arterial	10,940	420	2		768	821	1.07	F
8.3	8.95	RALEIGH-MILLINGTON RD	Paul Barret & Big Creek Church	16	Urban Minor Arterial	10,940	420	4		1,536	821	0.53	D+
8.95	9.19	RALEIGH-MILLINGTON RD	Paul Barret & Navy	16	Urban Minor Arterial	19,630	14	4		1,536	1,472	0.96	D+
0.68	0.92	RAMILL D.	Yale & Austin Peay	16	Urban Minor Arterial	23,940	67	4		1,536	1,796	1.17	F
0.92	1.37	RAMILL D.	Bolen Huse & Egypt-Central	16	Urban Minor Arterial	12,000	393	4		1,536	900	0.59	D+
5.84	5.94	RANGE LINE RD.	I-40 & James	16	Urban Minor Arterial	25,570	315	4	40	1,536	1,918	1.25	D+
6.45	7.26	RANGE LINE RD.	Frayser & St. Elmo	16	Urban Minor Arterial	11,520	411	4	40	1,536	864	0.56	D+
1.44	1.64	REESE RD.	Whitten Rd & Appling Rd	16	Urban Minor Arterial	8,550	652	4	40	1,536	641	0.42	D+
1.19	1.41	RHODES AV.	Getwell & Perkins	16	Urban Minor Arterial	14,160	380	4	40	1,536	1,062	0.69	D+
0.32	0.46	RIDGEMONT RD.	Coleman & Covington Pike	16	Urban Minor Arterial	8,520	423	4		1,536	639	0.42	D+
0.85	0.97	RIDGEMONT RD.	Coleman & Covington Pike	16	Urban Minor Arterial	8,520	423	2		768	639	0.83	D+
0.18	0.3	RIDGEWAY CENTER PKW	Briarcrest Ave and Shady Grove	16	Urban Minor Arterial	8,360	803	4	35	1,536	627	0.41	D+
0.3	0.34	RIDGEWAY CENTER PKW	Briarcrest Ave and Shady Grove	16	Urban Minor Arterial	8,360	803	2	35	768	627	0.82	D+
0.5	0.52	RIDGEWAY LOOP RD.	Briarcrest Ave and Shady Grove	16	Urban Minor Arterial	8,360	803	4	35	1,536	627	0.41	D+
0	1.37	RIDGEWAY RD.	Winchester & Knight-Arnold	16	Urban Minor Arterial	17,570	575	4		1,536	1,318	0.86	D+
0	0.66	RIVERDALE RD.	Holmes & Shelby	16	Urban Minor Arterial	27,140	287	6	45	2,303	2,036	0.88	D+
4.13	4.31	RIVERDALE RD.	Byhalia Rd & Hwy 72	16	Urban Minor Arterial	7,160	912	6	45	2,303	537	0.23	D+
0	0.11	RIVERSIDE BLVD.	Union & Beale	16	Urban Minor Arterial	13,890	173	4		1,536	1,042	0.68	D+
0.19	0.32	RIVERSIDE BLVD.	Union & Beale	16	Urban Minor Arterial	13,890	173	5		1,919	1,042	0.54	D+
0	0.05	RUST RD	U.S. 51 & Raleigh-Millington	16	Urban Minor Arterial	3,750	57	3		1,152	281	0.24	D+
0.05	0.63	RUST RD	U.S. 51 & Raleigh-Millington	16	Urban Minor Arterial	3,750	57	2		768	281	0.37	D+
7.98	8.23	S. BELLEVUE BLVD.	Person & Norris	16	Urban Minor Arterial	20,540	167	4	35	1,536	1,541	1.00	D+
8.38	8.62	S. BELLEVUE BLVD.	Lamar & McLemore	16	Urban Minor Arterial	16,120	164	4	35	1,536	1,209	0.79	D+
0	0.12	S. BYHALIA RD.	U.S. 72 & Frank	16	Urban Minor Arterial	18,420	416	4		1,536	1,382	0.90	D+
7.19	7.33	S. CLEVELAND ST.	Jackson & North Parkway	16	Urban Minor Arterial	12,230	472	4		1,536	917	0.60	D+
7.33	7.49	S. CLEVELAND ST.	Union & Peabody	16	Urban Minor Arterial	9,020	489	4		1,536	677	0.44	D+
7.62	7.86	S. CLEVELAND ST.	Union & Peabody	16	Urban Minor Arterial	9,020	489	2		768	677	0.88	D+
5.21	5.29	S. COOPER ST.	Lamar & South Parkway E.	16	Urban Minor Arterial	6,490	184	2		768	487	0.63	D+
5.54	5.88	S. COOPER ST.	Lamar & South Parkway E.	16	Urban Minor Arterial	6,490	184	4		1,536	487	0.32	D+
0	0.07	S. DUNLAP ST.	Adams & Jefferson	16	Urban Minor Arterial	6,720	475	3		1,152	504	0.44	D+
0.07	0.13	S. DUNLAP ST.	Adams & Jefferson	16	Urban Minor Arterial	6,720	475	4		1,536	504	0.33	D+
9.51	9.56	S. FRONT ST.	Court & Madison	16	Urban Minor Arterial	12,210	217	3		1,152	916	0.80	D+

blm	elm	Route Name	Location	Functional Class	Functional Classification	AADT	Count Station	Lanes	Speed Limit	Capacity	Volume	V/C Ratio	Level of Service
9.56	9.64	S. FRONT ST.	Court & Madison	16	Urban Minor Arterial	12,210	217	4		1,536	916	0.60	D+
9.8	9.87	S. FRONT ST.	Court & Madison	16	Urban Minor Arterial	12,210	217	5		1,919	916	0.48	D+
2.17	2.68	S. HIGHLAND ST.	Park & Southern	16	Urban Minor Arterial	24,150	422	4		1,536	1,811	1.18	D+
3.17	3.61	S. HIGHLAND ST.	Park & Southern	16	Urban Minor Arterial	24,150	422	5		1,919	1,811	0.94	D+
2.37	2.44	S. MANASSAS ST.	Adams & Jefferson	16	Urban Minor Arterial	6,160	476	4		1,536	462	0.30	D+
0	0.38	S. PARKWAY EAST	Lowell and Malone Ave	16	Urban Minor Arterial	5,190	784	4		1,536	389	0.25	D+
10.59	10.6	S. THIRD ST.	E.H. Crump & Georgia	16	Urban Minor Arterial	10,450	143	4	35	1,536	784	0.51	D+
11.15	11.16	S. THIRD ST.	Pontotoc & Vance	16	Urban Minor Arterial	4,040	498	4	35	1,536	303	0.20	D+
11.16	11.52	S. THIRD ST.	Pontotoc & Vance	16	Urban Minor Arterial	4,040	498	3	35	1,152	303	0.26	D+
11.52	11.89	S. THIRD ST.	Union & Beale	16	Urban Minor Arterial	1,530	505	3	35	1,152	115	0.10	D+
11.66	11.8	S. THIRD ST.	Washington & Adams	16	Urban Minor Arterial	8,130	141	3	35	1,152	610	0.53	D+
0	0.17	SANDERLIN AVE.	Perkins Rd and Grove Park Rd	16	Urban Minor Arterial	9,430	798	4		1,536	707	0.46	D+
0.24	0.34	SANDERLIN AVE.	Perkins Rd and Grove Park Rd	16	Urban Minor Arterial	9,430	798	2		768	707	0.92	D+
0	0.43	SANGA RD.	Germantown Rd & Walnut Bend	16	Urban Minor Arterial	9,350	643	2	35	768	701	0.91	D+
0.46	0.57	SANGA RD.	Germantown Rd & Walnut Bend	16	Urban Minor Arterial	9,350	643	4	35	1,536	701	0.46	D+
0.63	1.05	SANGA RD.	Germantown Rd & Walnut Bend	16	Urban Minor Arterial	9,350	643	4	40	1,536	701	0.46	D+
1.09	1.18	SANGA RD.	Germantown Rd & Walnut Bend	16	Urban Minor Arterial	9,350	643	2	40	768	701	0.91	D+
0	0.36	SCHEIBLER	Mem-Arlington & Dawnhill	16	Urban Minor Arterial	3,650	703	4		1,536	274	0.18	D+
0.36	0.49	SCHEIBLER	Mem-Arlington & Dawnhill	16	Urban Minor Arterial	3,650	703	2		768	274	0.36	D+
0	0.17	SCOTT ST.	Garden Ln & Poplar Ave	16	Urban Minor Arterial	4,270	667	2		768	320	0.42	D+
0	0.14	SEMMES ST	Kimball Ave and Barron Ave	16	Urban Minor Arterial	6,990	781	2		768	524	0.68	D+
1.04	1.24	SEMMES ST	Kimball Ave and Barron Ave	16	Urban Minor Arterial	6,990	781	4		1,536	524	0.34	D+
4.73	5.28	SGT. WALTER K. SINGLET	Loosahatchie R. & Old Brownsvi	16	Urban Minor Arterial	17,060	387	6	45	2,303	1,280	0.56	D+
5.28	6.73	SGT. WALTER K. SINGLET	Loosahatchie R. & Old Brownsvi	16	Urban Minor Arterial	17,060	387	4	55	1,536	1,280	0.83	D+
11.08	11.13	SGT. WALTER K. SINGLET	Loosahatchie R. & Old Brownsvi	16	Urban Minor Arterial	17,060	387	4	35	1,536	1,280	0.83	D+
1.05	1.15	SHADY GROVE RD	Oak Grove & Yates	16	Urban Minor Arterial	6,290	569	2		768	472	0.61	D+
6.75	6.82	SHADY GROVE RD.	Briarcrest Ave and Shady Grove	16	Urban Minor Arterial	9,910	804	4	40	1,536	743	0.48	D+
7.05	7.35	SHADY GROVE RD.	Briarcrest Ave and Shady Grove	16	Urban Minor Arterial	9,910	804	2	40	768	743	0.97	D+
2.47	2.78	SHARPE AVE	Semmes St and Prescott Rd	16	Urban Minor Arterial	7,390	769	2		768	554	0.72	D+
0	0.33	SHELBY DR.	Weaver & U.S. 61	16	Urban Minor Arterial	4,200	132	4		1,536	315	0.21	D+
1.2	2.31	SHELBY DR.	U.S. 61 & Horn Lake	16	Urban Minor Arterial	11,490	130	4	45	1,536	862	0.56	D+
2.31	2.75	SHELBY DR.	Horn Lake & Tulane	16	Urban Minor Arterial	19,010	188	4	45	1,536	1,426	0.93	D+
4.68	4.76	SHELBY DR.	Horn Lake & Tulane	16	Urban Minor Arterial	19,010	188	5	45	1,919	1,426	0.74	D+
15.77	15.94	SHELBY DR.	Germantown Ext. & Hacks Cross	16	Urban Minor Arterial	12,760	233	6	45	2,303	957	0.42	D+
16.52	16.66	SHELBY DR.	Germantown Ext. & Hacks Cross	16	Urban Minor Arterial	12,760	233	2	45	768	957	1.25	D+
16.66	16.8	SHELBY DR.	Germantown Ext. & Hacks Cross	16	Urban Minor Arterial	12,760	233	4	45	1,536	957	0.62	D+
17.76	17.8	SHELBY DR.	Hacks Cross & Forest Hill-Iren	16	Urban Minor Arterial	2,600	116	4	45	1,536	195	0.13	D+
18.01	18.09	SHELBY DR.	Hacks Cross & Forest Hill-Iren	16	Urban Minor Arterial	2,600	116	2	45	768	195	0.25	D+
19.82	19.91	SHELBY DR.	Forest Hill-Irene & Bailey Sta	16	Urban Minor Arterial	1,400	389	2	45	768	105	0.14	D+
0	0.16	SHELBY OAKS DR	State Rd and Patmore Rd	16	Urban Minor Arterial	7,610	676	4		1,536	571	0.37	D+
1.66	2.06	SHELBY OAKS DR	State Rd and Patmore Rd	16	Urban Minor Arterial	7,610	676	2		768	571	0.74	D+
0	0.07	SHELBY RD.	Quito & U.S. 51	16	Urban Minor Arterial	6,340	16	2		768	476	0.62	D+
2.05	2.39	SHELTON RD.	Peterson Lake & Collierville-A	16	Urban Minor Arterial	3,900	417	2		768	293	0.38	D+
0.3	0.39	SMITH AVE.	Manassas & Morehead	16	Urban Minor Arterial	4,600	563	4		1,536	345	0.22	D+
1.55	1.58	SOMERVILLE AVE	Peabody & Pauline	16	Urban Minor Arterial	5,780	491	2		768	434	0.56	D+
2.43	2.6	SOUTH MCLEAN BLVD.	Madison & Poplar	16	Urban Minor Arterial	11,700	369	4		1,536	878	0.57	D+
2.6	2.61	SOUTH MCLEAN BLVD.	Byhalia Rd & Hwy 72	16	Urban Minor Arterial	6,500	899	4		1,536	488	0.32	D+

blm	elm	Route Name	Location	Functional Class	Functional Classification	AADT	Count Station	Lanes	Speed Limit	Capacity	Volume	V/C Ratio	Level of Service
3.22	3.44	SOUTH MCLEAN BLVD.	Byhalia Rd & Hwy 72	16	Urban Minor Arterial	6,500	899	3		1,152	488	0.42	D+
0.75	0.77	SOUTH PARKWAY EAST	Florida & Third	16	Urban Minor Arterial	8,300	348	4		1,536	623	0.41	D+
2.51	2.57	SOUTH PARKWAY EAST	Florida & Third	16	Urban Minor Arterial	8,300	348	6		2,303	623	0.27	D+
4.91	5.21	SOUTH PARKWAY EAST	Lamar & South Parkway E.	16	Urban Minor Arterial	6,490	184	4		1,536	487	0.32	D+
0	0.09	SOUTH PARKWAY WEST	Florida & Third	16	Urban Minor Arterial	8,300	348	4		1,536	623	0.41	D+
0.08	0.1	SOUTH SECOND ST.	Union & Beale	16	Urban Minor Arterial	6,140	506	4		1,536	461	0.30	D+
0.42	0.83	SOUTH SECOND ST.	Vance & Calhoun	16	Urban Minor Arterial	3,210	501	2		768	241	0.31	D+
0.44	1.37	SOUTHERN AV.	HIGHLAND & GOODLETT	16	Urban Minor Arterial	7,880	518	4	45	1,536	591	0.38	D+
1.37	1.79	SOUTHERN AV.	HIGHLAND & GOODLETT	16	Urban Minor Arterial	7,880	518	2	35	768	591	0.77	D+
3.01	3.24	SOUTHERN AV.	East Parkway & Hollywood	16	Urban Minor Arterial	10,250	371	4	35	1,536	769	0.50	D+
5.61	5.71	SOUTHERN AV.	Wellington & Lauderdale	16	Urban Minor Arterial	7,410	602	4	35	1,536	556	0.36	D+
0	0.61	ST. ELMO AVE.	Overton Crossing & Range Line	16	Urban Minor Arterial	6,520	446	2		768	489	0.64	D+
0.61	1.29	ST. ELMO AVE.	Overton Crossing & Range Line	16	Urban Minor Arterial	6,520	446	4		1,536	489	0.32	D+
1.29	1.33	ST. ELMO AVE.	Overton Crossing & Range Line	16	Urban Minor Arterial	6,520	446	3		1,152	489	0.42	D+
0	0.65	ST. ELMO RD.	Whitten Rd & Oak Rd	16	Urban Minor Arterial	8,900	692	6		2,303	668	0.29	D+
0	0.12	ST. ELMO RD.	west of Forest Dr	16	Urban Minor Arterial	3,030	693	5	35	1,919	227	0.12	D+
0.12	0.13	ST. ELMO RD.	west of Forest Dr	16	Urban Minor Arterial	3,030	693	4	35	1,536	227	0.15	D+
0	0.44	STAGE AVE.	Overton Crossing & Range Line	16	Urban Minor Arterial	10,450	333	4		1,536	784	0.51	D+
0.62	1.11	STAGE DELANO AVE.	Overton Crossing & Range Line	16	Urban Minor Arterial	10,450	333	4		1,536	784	0.51	D+
0.11	0.2	STAGE RD	Coleman & Covington Pike	16	Urban Minor Arterial	25,250	70	7		2,687	1,894	0.70	D+
0.2	0.38	STAGE RD	Coleman & Covington Pike	16	Urban Minor Arterial	25,250	70	6		2,303	1,894	0.82	D+
		State Line Rd.	Horn Lake & Miss. Hwy. 301	16	Urban Minor Arterial	3,700	1210	2		768	278	0.36	D+
		State Line Rd.	Swinnea & Tchulahoma	16	Urban Minor Arterial	12,000	1242	2		768	900	1.17	F
		State Line Rd.	Tulane & U.S. 51	16	Urban Minor Arterial	11,000	5025	2		768	825	1.07	F
		State Line Rd.	I-55 & Airways	16	Urban Minor Arterial	17,000	5035	4		1,536	1,275	0.83	D+
		State Line Rd.	Airways & Swinnea	16	Urban Minor Arterial	12,000	5040	2		768	900	1.17	F
0	0.41	STATE RD.	Whitten & Sycamore View	16	Urban Minor Arterial	9,690	328	2	30	768	727	0.95	D+
0	1.14	SWINNEA RD.	Winchester & Shelby	16	Urban Minor Arterial	9,490	523	4	45	1,536	712	0.46	D+
1.14	2.19	SWINNEA RD.	Winchester & Shelby	16	Urban Minor Arterial	9,490	523	4	50	1,536	712	0.46	D+
0	0.38	SYCAMORE VIEW RD.	Macon Rd and State Rd	16	Urban Minor Arterial	13,770	674	6		2,303	1,033	0.45	D+
3.99	4.17	SYCAMORE VIEW RD.	U.S. 70 & I-40	16	Urban Minor Arterial	32,500	73	6	45	2,303	2,438	1.06	D+
0	0.63	TCHULAHOMA RD.	Shelby & Holmes	16	Urban Minor Arterial	5,680	126	2	35	768	426	0.55	D+
2.64	2.87	TCHULAHOMA RD.	Shelby & Holmes	16	Urban Minor Arterial	5,680	126	4	45	1,536	426	0.28	D+
3.31	4.21	TCHULAHOMA RD.	Knight Arnold & Winchester	16	Urban Minor Arterial	18,290	395	4	45	1,536	1,372	0.89	D+
4.37	4.52	TCHULAHOMA RD.	Knight Arnold & Winchester	16	Urban Minor Arterial	18,290	395	6	45	2,303	1,372	0.60	D+
4.52	5.15	TCHULAHOMA RD.	0	16	Urban Minor Arterial	22,190	623	6	45	2,303	1,664	0.72	D+
13.53	13.98	THOMAS ST.	FA-101 & Wolf River	16	Urban Minor Arterial	12,250	62	4	35	1,536	919	0.60	D+
0	0.06	TILLMAN ST.	Walnut Grove & Broad	16	Urban Minor Arterial	11,730	462	4	35	1,536	880	0.57	D+
0.06	0.75	TILLMAN ST.	Walnut Grove & Broad	16	Urban Minor Arterial	11,730	462	2	35	768	880	1.15	F
0	0.07	TREZEVANT ST.	Jackson & North Parkway	16	Urban Minor Arterial	13,690	176	4	40	1,536	1,027	0.67	D+
3.37	3.49	TRINITY RD.	Macon & Germantown	16	Urban Minor Arterial	12,210	329	2	45	768	916	1.19	F
3.49	3.82	TRINITY RD.	Macon & Germantown	16	Urban Minor Arterial	12,210	329	4	45	1,536	916	0.60	D+
3.82	3.96	TRINITY RD.	Germantown Rd & Walnut Bend	16	Urban Minor Arterial	12,060	642	4	45	1,536	905	0.59	D+
3.96	4.09	TRINITY RD.	Germantown Rd & Walnut Bend	16	Urban Minor Arterial	12,060	642	4	40	1,536	905	0.59	D+
4.61	5.46	TRINITY RD.	Germantown Rd & Walnut Bend	16	Urban Minor Arterial	12,060	642	6	45	2,303	905	0.39	D+
11.32	11.54	UNION AV.	Danny Thomas & Manassas	16	Urban Minor Arterial	19,970	162	4	35	1,536	1,498	0.98	D+
0.08	0.15	UNION AVE.	Wagner PI and Front St	16	Urban Minor Arterial	5,200	851	3		1,152	390	0.34	D+

blm	elm	Route Name	Location	Functional Class	Functional Classification	AADT	Count Station	Lanes	Speed Limit	Capacity	Volume	V/C Ratio	Level of Service
0.15	0.19	UNION AVE.	Wagner Pl and Front St	16	Urban Minor Arterial	5,200	851	4		1,536	390	0.25	D+
1.59	1.66	UNION ST.	Second & Third	16	Urban Minor Arterial	13,010	482	3		1,152	976	0.85	D+
0	0.16	UNIVERSITY ST	Vollintine Ave & Chelsea Ave	16	Urban Minor Arterial	2,610	710	4		1,536	196	0.13	D+
16.78	19.59	US/HWY-70/79	Oak & U.S. 64	16	Urban Minor Arterial	16,700	49	4		1,536	1,253	0.82	D+
20.04	20.05	US/HWY-70/79	Brunswick & Canada	16	Urban Minor Arterial	5,620	224	4		1,536	422	0.27	D+
22.84	23.83	US/HWY-70/79	Canada & Airline	16	Urban Minor Arterial	8,440	42	4		1,536	633	0.41	D+
1.19	1.47	W. MASSEY RD.	Eastern Ave and Poplar Pike	16	Urban Minor Arterial	4,330	756	4		1,536	325	0.21	D+
9.13	9.32	W. MCLEMORE AV.	Wellington & Lauderdale	16	Urban Minor Arterial	7,410	602	4	35	1,536	556	0.36	D+
0	0.18	WALES AVE.	Wales & Chelsea	16	Urban Minor Arterial	5,200	456	2		768	390	0.51	D+
0	0.01	WALNUT GROVE RD.	Rocky Point & Houston Levee	16	Urban Minor Arterial	10,660	227	6		2,303	800	0.35	D+
3.05	3.15	WALNUT GROVE RD.	Tillman & Poplar	16	Urban Minor Arterial	17,300	181	4		1,536	1,298	0.84	D+
3.97	4.63	WALNUT GROVE RD.	Goodlett & Perkins	16	Urban Minor Arterial	27,080	179	4		1,536	2,031	1.32	D+
7.7	8.59	WALNUT GROVE RD.	I-240 & White Station	16	Urban Minor Arterial	31,580	205	4		1,536	2,369	1.54	D+
0	0.76	WARFORD ST.	Jackson & Chelsea	16	Urban Minor Arterial	6,100	388	4		1,536	458	0.30	D+
0.96	1.42	WARFORD ST.	Chelsea & I-40	16	Urban Minor Arterial	8,480	314	4		1,536	636	0.41	D+
2.16	2.22	WARFORD ST.	I-40 & James	16	Urban Minor Arterial	14,360	313	4		1,536	1,077	0.70	D+
2.36	2.85	WARFORD ST.	I-40 & James	16	Urban Minor Arterial	14,360	313	6		2,303	1,077	0.47	D+
0	0.57	WARING RD.	Tutwiler & Macon	16	Urban Minor Arterial	7,870	589	2		768	590	0.77	D+
0.58	0.74	WEAVER RD.	Raines & Shelby	16	Urban Minor Arterial	2,870	535	2		768	215	0.28	D+
1.68	2.17	WEAVER RD.	Mitchell & Raines	16	Urban Minor Arterial	6,080	261	2		768	456	0.59	D+
2.67	3.15	WEAVER RD.	Mitchell & Raines	16	Urban Minor Arterial	6,080	261	4		1,536	456	0.30	D+
3.39	3.4	WHITE STATION RD.	Byhalia Rd & Hwy 72	16	Urban Minor Arterial	20,040	890	6	40	2,303	1,503	0.65	D+
3.4	3.46	WHITE STATION RD.	Byhalia Rd & Hwy 72	16	Urban Minor Arterial	20,040	890	4	40	1,536	1,503	0.98	D+
5.22	5.95	WHITE STATION RD.	Poplar & Shady Grove	16	Urban Minor Arterial	21,140	342	4	40	1,536	1,586	1.03	D+
6.7	7.28	WHITE STATION RD.	I-40 & Walnut Grove	16	Urban Minor Arterial	19,730	86	4	40	1,536	1,480	0.96	D+
8.3	8.58	WHITE STATION RD.	Graham & Stratford	16	Urban Minor Arterial	11,900	238	4	40	1,536	893	0.58	D+
0	0.45	WHITNEY AV.	Wingate & Mountain Terrace	16	Urban Minor Arterial	7,130	586	4	40	1,536	535	0.35	D+
1.66	2.11	WHITNEY AV.	U.S. 51 & Watkins	16	Urban Minor Arterial	4,530	61	4	40	1,536	340	0.22	D+
2.11	2.31	WHITNEY AV.	U.S. 51 & Watkins	16	Urban Minor Arterial	4,530	61	3	40	1,152	340	0.30	D+
2.51	2.67	WHITNEY AV.	U.S. 51 & Watkins	16	Urban Minor Arterial	4,530	61	4	45	1,536	340	0.22	D+
3.37	3.45	WHITNEY AV.	Wolf River & Whitney	16	Urban Minor Arterial	5,670	300	4	40	1,536	425	0.28	D+
3.45	4.01	WHITNEY AV.	Wolf River & Whitney	16	Urban Minor Arterial	5,670	300	2	35	768	425	0.55	D+
1.43	1.63	WHITTEN RD.	Dexter & Mullins Station	16	Urban Minor Arterial	9,840	327	2	45	768	738	0.96	D+
2.47	3.06	WHITTEN RD.	Macon Rd and Goodlett Farms	16	Urban Minor Arterial	15,520	677	2	45	768	1,164	1.52	F
3.06	3.25	WHITTEN RD.	U.S. 70 & I-40	16	Urban Minor Arterial	31,020	257	2	45	768	2,327	3.03	F
3.35	3.72	WHITTEN RD.	U.S. 70 & I-40	16	Urban Minor Arterial	31,020	257	3	45	1,152	2,327	2.02	F
5.09	5.21	WHITTEN RD.	Stage & Memphis-Arlington	16	Urban Minor Arterial	13,740	555	2	40	768	1,031	1.34	F
0	0.44	WILLOW RD	Colonial & Perkins	16	Urban Minor Arterial	11,160	571	4		1,536	837	0.55	D+
1.38	3.38	WOLF RIVER PKWY	Humphreys Blvd. & New Riverdal	16	Urban Minor Arterial	28,720	554	6		2,303	2,154	0.94	D+
5.92	6.12	YALE RD.	Raleigh-Millington & Coleman	16	Urban Minor Arterial	21,990	362	4		1,536	1,649	1.07	D+
7.08	7.14	YALE RD.	Austin Peay & Covington Pike	16	Urban Minor Arterial	16,170	283	4		1,536	1,213	0.79	D+
7.91	8.08	YALE RD.	Bartlett Blvd & Altruria Rd	16	Urban Minor Arterial	12,780	690	4		1,536	959	0.62	D+
8.54	8.55	YALE RD.	Bartlett Blvd & Altruria Rd	16	Urban Minor Arterial	12,780	690	6		2,303	959	0.42	D+
0	0.15	YATES RD.	Brantford Rd and Shady Grove R	16	Urban Minor Arterial	7,670	800	4		1,536	575	0.37	D+
0	0.09	AIRWAYS BLVD.	Southern & Park	14	Urban Other Principal Arterial	25,380	183	4	35	1,536	1,904	1.24	D+
0	0.08	AIRWAYS BLVD.	Democrat & Brooks	14	Urban Other Principal Arterial	20,850	290	2	45	768	1,564	2.04	D+
0.08	0.12	AIRWAYS BLVD.	Democrat & Brooks	14	Urban Other Principal Arterial	20,850	290	3	45	1,152	1,564	1.36	D+

blm	elm	Route Name	Location	Functional Class	Functional Classification	AADT	Count Station	Lanes	Speed Limit	Capacity	Volume	V/C Ratio	Level of Service
0.17	0.26	AIRWAYS BLVD.	Democrat & Brooks	14	Urban Other Principal Arterial	20,850	290	4	45	1,536	1,564	1.02	D+
0.26	0.87	AIRWAYS BLVD.	Democrat & Brooks	14	Urban Other Principal Arterial	20,850	290	6	45	2,303	1,564	0.68	D+
1.45	1.47	AIRWAYS BLVD.	I-240 & Democrat	12	Urban Other Principal Arterial	55,660	298	5	55	4,821	3,827	0.79	D+
1.66	1.67	AIRWAYS BLVD.	Ball & Dunn	14	Urban Other Principal Arterial	28,400	95	5	40	1,919	2,130	1.11	D+
1.78	1.92	AIRWAYS BLVD.	Ball & Dunn	14	Urban Other Principal Arterial	28,400	95	4	40	1,536	2,130	1.39	D+
3.39	3.66	AIRWAYS BLVD.	Ball & Dunn	14	Urban Other Principal Arterial	28,400	95	6	40	2,303	2,130	0.92	D+
3.83	3.87	AIRWAYS BLVD.	Winchester & Raines	14	Urban Other Principal Arterial	31,360	353	3		1,152	2,352	2.04	D+
3.87	4.04	AIRWAYS BLVD.	Winchester & Raines	14	Urban Other Principal Arterial	31,360	353	4		1,536	2,352	1.53	D+
4.04	4.15	AIRWAYS BLVD.	Winchester & Raines	14	Urban Other Principal Arterial	31,360	353	6		2,303	2,352	1.02	D+
1.79	2.22	AIRWAYS RD.	Raines & Shelby	14	Urban Other Principal Arterial	22,070	127	6		2,303	1,655	0.72	D+
2.8	3.07	AIRWAYS RD.	Winchester & Raines	14	Urban Other Principal Arterial	31,360	353	6		2,303	2,352	1.02	D+
20.06	20.21	AUSTIN PEAY HWY.	I-240 & Stage Road	12	Urban Other Principal Arterial	59,860	612	9	55	8,679	4,115	0.47	D+
20.21	20.57	AUSTIN PEAY HWY.	I-240 & Stage Road	12	Urban Other Principal Arterial	59,860	612	7	55	6,750	4,115	0.61	D+
20.57	20.67	AUSTIN PEAY HWY.	I-240 & Stage Road	12	Urban Other Principal Arterial	59,860	612	6	55	5,786	4,115	0.71	D+
20.67	20.85	AUSTIN PEAY HWY.	Stage Road & Raleigh-Millingto	12	Urban Other Principal Arterial	53,950	613	6	55	5,786	3,709	0.64	D+
20.85	21.02	AUSTIN PEAY HWY.	Coleman & Raleigh-Millington	12	Urban Other Principal Arterial	36,020	68	6	55	5,786	2,476	0.43	D+
22.11	22.18	AUSTIN PEAY HWY.	Yale & Covington Pike	14	Urban Other Principal Arterial	27,690	326	6	45	2,303	2,077	0.90	D+
22.18	23.29	AUSTIN PEAY HWY.	Yale & Covington Pike	14	Urban Other Principal Arterial	27,690	326	6	50	2,303	2,077	0.90	D+
23.29	23.31	AUSTIN PEAY HWY.	Pleasant Ridge & Loosahatchie	14	Urban Other Principal Arterial	12,700	32	6	50	2,303	953	0.41	D+
23.31	23.38	AUSTIN PEAY HWY.	Pleasant Ridge & Loosahatchie	14	Urban Other Principal Arterial	12,700	32	4	50	1,536	953	0.62	D+
23.38	23.51	AUSTIN PEAY HWY.	Pleasant Ridge & Loosahatchie	2	Urban Other Principal Arterial	12,700	32	2	50	1,714	1,445	0.84	D+
23.91	25.59	AUSTIN PEAY HWY.	Pleasant Ridge & Loosahatchie	2	Urban Other Principal Arterial	12,700	32	2	55	1,800	1,445	0.80	D+
0	0.04	BAILEY STATION RD.	U.S. 72 & Collierville	14	Urban Other Principal Arterial	9,730	403	4	40	1,536	730	0.48	D+
0.25	0.35	BAILEY STATION RD.	U.S. 72 & Collierville	14	Urban Other Principal Arterial	9,730	403	6	40	2,303	730	0.32	D+
5.95	6.75	BARTLETT BLVD.	Pleasant View & Ral-LaGrange	14	Urban Other Principal Arterial	37,720	363	6	40	2,303	2,829	1.23	F
0.87	0.92	BROOKS RD.	Democrat & Brooks	14	Urban Other Principal Arterial	20,850	290	4	45	1,536	1,564	1.02	E
0.92	0.96	BROOKS RD.	Millbranch & Airways	14	Urban Other Principal Arterial	18,560	94	4	45	1,536	1,392	0.91	D+
1.02	1.27	BROOKS RD.	Millbranch & Airways	14	Urban Other Principal Arterial	18,560	94	6	45	2,303	1,392	0.60	D+
2.55	2.68	BROOKS RD.	Graves & U.S. 51	14	Urban Other Principal Arterial	13,070	92	4	45	1,536	980	0.64	D+
0	0.07	CHELSEA AV.	Chelsea & I-40	14	Urban Other Principal Arterial	3,480	139	2		768	261	0.34	D+
0	0.06	COVINGTON PIKE	Pleasant View & I-40	14	Urban Other Principal Arterial	48,160	286	5		1,919	3,612	1.88	D+
0.06	0.2	COVINGTON PIKE	Pleasant View & I-40	14	Urban Other Principal Arterial	48,160	286	4	45	1,536	3,612	2.35	D+
1.78	2.54	COVINGTON PIKE	Stage & Raleigh-LaGrange	14	Urban Other Principal Arterial	32,770	405	4	45	1,536	2,458	1.60	D+
2.62	2.72	COVINGTON PIKE	Stage & Raleigh-LaGrange	14	Urban Other Principal Arterial	32,770	405	6	45	2,303	2,458	1.07	D+
2.72	2.92	COVINGTON PIKE	Yale & Stage	14	Urban Other Principal Arterial	25,440	390	6	40	2,303	1,908	0.83	D+
2.92	3.1	COVINGTON PIKE	Yale & Stage	14	Urban Other Principal Arterial	25,440	390	4	40	1,536	1,908	1.24	D+
3.71	4.27	COVINGTON PIKE	Yale & Austin Peay	14	Urban Other Principal Arterial	23,640	404	4	40	1,536	1,773	1.15	D+
8.93	8.94	COVINGTON PIKE	Macon & I-40	14	Urban Other Principal Arterial	28,420	309	4	40	1,536	2,132	1.39	F
8.94	9.48	COVINGTON PIKE	Macon & I-40	14	Urban Other Principal Arterial	28,420	309	4	45	1,536	2,132	1.39	F
1.14	1.19	DANNY THOMAS BLVD.	Georgia & E.H. Crump	14	Urban Other Principal Arterial	11,070	267	5		1,919	830	0.43	D+
1.19	1.43	DANNY THOMAS BLVD.	Georgia & E.H. Crump	14	Urban Other Principal Arterial	11,070	267	4		1,536	830	0.54	D+
2.01	2.13	DANNY THOMAS BLVD.	Union & Beale	14	Urban Other Principal Arterial	17,830	495	4		1,536	1,337	0.87	D+
2.49	2.61	DANNY THOMAS BLVD.	Union & Beale	14	Urban Other Principal Arterial	17,830	495	6		2,303	1,337	0.58	D+
2.61	2.65	DANNY THOMAS BLVD.	I-40 & Poplar	14	Urban Other Principal Arterial	22,130	252	6		2,303	1,660	0.72	D+
3.37	3.47	DANNY THOMAS BLVD.	I-40 & Poplar	14	Urban Other Principal Arterial	22,130	252	5		1,919	1,660	0.86	D+
12.81	13.17	E.H. CRUMP BLVD.	East & Pauline	14	Urban Other Principal Arterial	21,540	147	6		2,303	1,616	0.70	D+
0.49	0.56	EAST PARKWAY N.	North Parkway & Poplar	14	Urban Other Principal Arterial	35,540	157	6	40	2,303	2,666	1.16	F

blm	elm	Route Name	Location	Functional Class	Functional Classification	AADT	Count Station	Lanes	Speed Limit	Capacity	Volume	V/C Ratio	Level of Service
0.56	1.04	EAST PARKWAY N.	North Parkway & Poplar	14	Urban Other Principal Arterial	35,540	157	7	40	2,687	2,666	0.99	D+
0.64	0.7	EAST PARKWAY SOUTH	Central & Southern	14	Urban Other Principal Arterial	28,520	180	4		1,536	2,139	1.39	D+
0.93	0.99	EAST PARKWAY SOUTH	Central & Southern	14	Urban Other Principal Arterial	28,520	180	6		2,303	2,139	0.93	D+
1.4	1.43	EAST PARKWAY SOUTH	Central & Southern	14	Urban Other Principal Arterial	28,520	180	2		768	2,139	2.79	D+
1.43	1.47	EAST PARKWAY SOUTH	Byhalia Rd & Hwy 72	14	Urban Other Principal Arterial	30,160	992	2		768	2,262	2.95	F
1.47	1.58	EAST PARKWAY SOUTH	Byhalia Rd & Hwy 72	14	Urban Other Principal Arterial	30,160	992	6		2,303	2,262	0.98	D+
1.87	1.92	EAST PARKWAY SOUTH	Byhalia Rd & Hwy 72	14	Urban Other Principal Arterial	30,160	992	4		1,536	2,262	1.47	F
1.95	2	EAST PARKWAY SOUTH	Poplar & Madison	14	Urban Other Principal Arterial	31,930	156	6		2,303	2,395	1.04	E
0	0.24	ELVIS PRESLEY BLVD.	Holmes & DeSoto Co. Line	14	Urban Other Principal Arterial	12,910	129	4	40	1,536	968	0.63	D+
0.8	1.07	ELVIS PRESLEY BLVD.	Shelby & Holmes	14	Urban Other Principal Arterial	16,800	529	4	40	1,536	1,260	0.82	D+
1.81	2.81	ELVIS PRESLEY BLVD.	Raines & Shelby	14	Urban Other Principal Arterial	27,900	530	4	40	1,536	2,093	1.36	D+
2.81	3.15	ELVIS PRESLEY BLVD.	Winchester & Raines	14	Urban Other Principal Arterial	38,980	93	5	40	1,919	2,924	1.52	D+
3.15	3.47	ELVIS PRESLEY BLVD.	Winchester & Raines	14	Urban Other Principal Arterial	38,980	93	4	40	1,536	2,924	1.90	D+
3.56	4.1	ELVIS PRESLEY BLVD.	Winchester & Raines	14	Urban Other Principal Arterial	38,980	93	6	40	2,303	2,924	1.27	D+
4.1	4.62	ELVIS PRESLEY BLVD.	Brooks & Mitchell	14	Urban Other Principal Arterial	35,340	515	6	40	2,303	2,651	1.15	D+
4.7	4.72	ELVIS PRESLEY BLVD.	Brooks & Mitchell	14	Urban Other Principal Arterial	35,340	515	5	40	1,919	2,651	1.38	D+
4.72	4.74	ELVIS PRESLEY BLVD.	Norris & I-240	14	Urban Other Principal Arterial	23,950	168	5	40	1,919	1,796	0.94	D+
0	0.12	GERMANTOWN RD	Winchester & Stout	2	Urban Other Principal Arterial	14,520	562	2	40	1,388	871	0.63	E
1.82	1.86	GERMANTOWN RD	Winchester & Stout	2	Urban Other Principal Arterial	14,520	562	4	50	3,429	1,652	0.48	D+
1.86	2.38	GERMANTOWN RD	Hacks Cross & Cedar Rige	2	Urban Other Principal Arterial	18,550	872	2	35	768	1,391	1.81	F
3.01	3.22	GERMANTOWN RD.	Wolf River & U.S. 72	14	Urban Other Principal Arterial	57,940	103	4	30	1,536	4,346	2.83	D+
3.22	3.34	GERMANTOWN RD.	Wolf River & U.S. 72	14	Urban Other Principal Arterial	57,940	103	6	35	2,303	4,346	1.89	D+
3.82	4.46	GERMANTOWN RD.	Wolf River & U.S. 72	14	Urban Other Principal Arterial	57,940	103	6	40	2,303	4,346	1.89	D+
5.78	5.82	GERMANTOWN RD.	Raleigh-LaGrange & Macon	14	Urban Other Principal Arterial	68,430	406	6	40	2,303	5,132	2.23	D+
6.04	6.18	GERMANTOWN RD.	Raleigh-LaGrange & Macon	14	Urban Other Principal Arterial	68,430	406	6	50	2,303	5,132	2.23	D+
7.32	7.61	GERMANTOWN RD.	I-40 & Dexter	14	Urban Other Principal Arterial	44,140	258	6	50	2,303	3,311	1.44	D+
8.99	10.12	GERMANTOWN RD.	I-40 & Dexter	14	Urban Other Principal Arterial	44,140	258	6	40	2,303	3,311	1.44	D+
10.14	10.19	GERMANTOWN RD.	U.S. 64 & I-40	14	Urban Other Principal Arterial	35,930	75	6	50	2,303	2,695	1.17	D+
10.33	10.44	GERMANTOWN RD.	U.S. 64 & I-40	14	Urban Other Principal Arterial	35,930	75	8	50	3,071	2,695	0.88	D+
5.82	5.95	GERMANTOWN RD.	Raleigh-LaGrange & Macon	14	Urban Other Principal Arterial	68,430	406	6	40	2,303	5,132	2.23	D+
5.95	6.04	GERMANTOWN RD.	Raleigh-LaGrange & Macon	14	Urban Other Principal Arterial	68,430	406	6	50	2,303	5,132	2.23	D+
3.06	3.23	HICKORY HILL DR.	Knight Arnold & Mt. Moriah	14	Urban Other Principal Arterial	33,310	383	6	45	2,303	2,498	1.08	E
9.96	10.20	HOUSTON-LEVEE RD.	Byhalia Rd & Hwy 72	14	Urban Other Principal Arterial	11,050	889	4	40	1,536	829	0.54	D+
20.78	20.90	HWY-51	Overton Crossing & Watkins	14	Urban Other Principal Arterial	23,750	165	4	55	1,536	1,781	1.16	D+
21.93	22.06	HWY-51	Chase & Lucy	2	Urban Other Principal Arterial	22,650	28	4	55	3,600	2,576	0.72	D+
27.25	27.55	HWY-51	Paul Barret & Navy	14	Urban Other Principal Arterial	28,090	15	4	55	1,536	2,107	1.37	F
27.55	27.56	HWY-51	Paul Barret & Navy	14	Urban Other Principal Arterial	28,090	15	4	40	1,536	2,107	1.37	F
29.67	29.77	HWY-51	West Union & Wilkinsville	14	Urban Other Principal Arterial	28,690	12	4	55	1,536	2,152	1.40	F
12.36	12.4	JACKSON AV.	Thomas & I-40	14	Urban Other Principal Arterial	7,230	175	4	35	1,536	542	0.35	D+
13.3	13.38	JACKSON AV.	Watkins & McLean	14	Urban Other Principal Arterial	16,760	471	4	35	1,536	1,257	0.82	D+
13.94	14.74	JACKSON AV.	Watkins & McLean	14	Urban Other Principal Arterial	16,760	471	4	40	1,536	1,257	0.82	D+
14.74	15.05	JACKSON AV.	McLean & Trezevant	14	Urban Other Principal Arterial	20,780	160	4	40	1,536	1,559	1.01	D+
15.67	15.68	JACKSON AV.	Trezevant & Hollywood	14	Urban Other Principal Arterial	19,650	161	4	40	1,536	1,474	0.96	D+
17.3	18.2	JACKSON AV.	Chelsea & I-40	14	Urban Other Principal Arterial	28,000	311	4	40	1,536	2,100	1.37	D+
18.5	18.62	JACKSON AV.	Chelsea & I-40	14	Urban Other Principal Arterial	28,000	311	6	40	2,303	2,100	0.91	D+
19.8	19.81	JACKSON AV.	I-240 & Stage Road	12	Urban Other Principal Arterial	59,860	612	6	40	2,303	4,490	1.95	F
19.94	20.03	JACKSON AV.	I-240 & Stage Road	12	Urban Other Principal Arterial	59,860	612	5	50	1,919	4,490	2.34	F

blm	elm	Route Name	Location	Functional Class	Functional Classification	AADT	Count Station	Lanes	Speed Limit	Capacity	Volume	V/C Ratio	Level of Service
20.03	20.06	JACKSON AV.	I-240 & Stage Road	12	Urban Other Principal Arterial	59,860	612	9	50	3,455	4,490	1.30	F
27.56	27.6	JEFFERSON DAVIS HWY.	Paul Barret & Navy	14	Urban Other Principal Arterial	28,090	15	4	40	1,536	2,107	1.37	F
28.2	28.53	JEFFERSON DAVIS HWY.	Shelby Road and Navy	14	Urban Other Principal Arterial	30,700	244	4	40	1,536	2,303	1.50	F
28.53	28.68	JEFFERSON DAVIS HWY.	West Union & Wilkinsville	14	Urban Other Principal Arterial	28,690	12	4	40	1,536	2,152	1.40	F
29.61	29.67	JEFFERSON DAVIS HWY.	West Union & Wilkinsville	14	Urban Other Principal Arterial	28,690	12	4	55	1,536	2,152	1.40	F
3.08	3.73	LAMAR AVE	Perkins & Shelby	14	Urban Other Principal Arterial	39,600	123	4		1,536	2,970	1.93	D+
3.74	3.81	LAMAR AVE	Winchester & Perkins	14	Urban Other Principal Arterial	35,700	264	4		1,536	2,678	1.74	D+
4.82	4.97	LAMAR AVE	Getwell & Winchester	14	Urban Other Principal Arterial	41,540	352	4		1,536	3,116	2.03	D+
5.23	5.34	LAMAR AVE	Getwell & Winchester	14	Urban Other Principal Arterial	41,540	352	6		2,303	3,116	1.35	D+
5.34	5.42	LAMAR AVE	American Way & Knight Arnold	14	Urban Other Principal Arterial	38,890	218	6		2,303	2,917	1.27	D+
7.18	7.24	LAMAR AVE	American Way & Knight Arnold	14	Urban Other Principal Arterial	38,890	218	4		1,536	2,917	1.90	D+
7.4	7.42	LAMAR AVE	Prescott & Pendleton	14	Urban Other Principal Arterial	35,160	96	4		1,536	2,637	1.72	D+
8.75	9.77	LAMAR AVE	Airways & Barron	14	Urban Other Principal Arterial	26,950	153	4		1,536	2,021	1.32	D+
9.88	9.99	LAMAR AVE	South Parkway & Park	14	Urban Other Principal Arterial	25,250	516	4		1,536	1,894	1.23	D+
10.15	10.22	LAMAR AVE	South Parkway & Park	14	Urban Other Principal Arterial	25,250	516	6		2,303	1,894	0.82	D+
10.39	10.57	LAMAR AVE	Bellevue & Cleveland	14	Urban Other Principal Arterial	22,890	151	5		1,919	1,717	0.89	D+
10.57	10.97	LAMAR AVE	Bellevue & Cleveland	14	Urban Other Principal Arterial	22,890	151	4		1,536	1,717	1.12	D+
11.8	11.84	LAMAR AVE	Bellevue & Cleveland	14	Urban Other Principal Arterial	22,890	151	2		768	1,717	2.24	D+
12.28	12.47	LAMAR AVE	Bellevue & Cleveland	14	Urban Other Principal Arterial	22,890	151	6		2,303	1,717	0.75	D+
12.65	12.79	LAMAR AVE	Linden & I-240 Midtown	14	Urban Other Principal Arterial	24,770	149	6		2,303	1,858	0.81	D+
0	0.11	MENDENHALL RD.	Knight Arnold & Winchester	14	Urban Other Principal Arterial	28,770	285	4		1,536	2,158	1.41	D+
1.95	1.96	MENDENHALL RD.	Shelby Dr and Raines Rd	14	Urban Other Principal Arterial	18,360	736	6		2,303	1,377	0.60	D+
2.88	3.13	MENDENHALL RD.	Shelby Dr and Raines Rd	14	Urban Other Principal Arterial	18,360	736	4		1,536	1,377	0.90	D+
0	0.3	MITCHELL RD.	U.S. 61 & Graves	14	Urban Other Principal Arterial	14,770	262	5	45	1,919	1,108	0.58	D+
0.45	0.57	MITCHELL RD.	U.S. 61 & Graves	14	Urban Other Principal Arterial	14,770	262	6	45	2,303	1,108	0.48	D+
2.56	2.63	MT. MORIAN RD.	I-240 & American Way	14	Urban Other Principal Arterial	47,160	171	6	40	2,303	3,537	1.54	D+
2.63	2.85	MT. MORIAN RD.	I-240 & American Way	14	Urban Other Principal Arterial	47,160	171	7	40	2,687	3,537	1.32	D+
1.27	1.28	MT. MORIAN RD. EXTD.	Byhalia Rd & Hwy 72	14	Urban Other Principal Arterial	17,230	893	6	40	2,303	1,292	0.56	D+
1.28	1.51	MT. MORIAN RD. EXTD.	I-240 & American Way	14	Urban Other Principal Arterial	47,160	171	6	40	2,303	3,537	1.54	D+
4.95	5.04	N. HIGHLAND ST.	Summer & Macon	14	Urban Other Principal Arterial	11,660	458	4		1,536	875	0.57	D+
0.43	0.58	N. SECOND ST.	Chelsea & I-40	14	Urban Other Principal Arterial	3,480	139	2		768	261	0.34	D+
0.61	0.65	N. SECOND ST.	North Parkway & I-40	14	Urban Other Principal Arterial	4,030	467	3		1,152	302	0.26	D+
0.79	0.84	N. SECOND ST.	North Parkway & I-40	14	Urban Other Principal Arterial	4,030	467	2		768	302	0.39	D+
1.34	1.51	N. SECOND ST.	Wolf River & Whitney	14	Urban Other Principal Arterial	5,670	300	2	40	768	425	0.55	D+
12.39	12.42	N. THIRD ST.	North Parkway & I-40	14	Urban Other Principal Arterial	7,830	538	3	35	1,152	587	0.51	D+
12.45	12.64	N. THIRD ST.	North Parkway & I-40	14	Urban Other Principal Arterial	7,830	538	4	35	1,536	587	0.38	D+
12.67	13.18	N. THIRD ST.	Chelsea & Jackson	14	Urban Other Principal Arterial	2,360	138	4	35	1,536	177	0.12	D+
4.27	4.48	NEW COVINGTON PIKE	Yale & Austin Peay	14	Urban Other Principal Arterial	23,640	404	4	40	1,536	1,773	1.15	F
4.48	4.73	NEW COVINGTON PIKE	Yale & Austin Peay	14	Urban Other Principal Arterial	23,640	404	6	40	2,303	1,773	0.77	D+
2.9	3.08	NEW GETWELL RD.	Raines & Winchester	14	Urban Other Principal Arterial	19,900	306	4		1,536	1,493	0.97	D+
4	4.36	NEW GETWELL RD.	Lamar Ave and Winchester Rd	14	Urban Other Principal Arterial	25,560	750	4		1,536	1,917	1.25	F
4.36	4.52	NEW GETWELL RD.	Nonconnah Creek & American Wa	14	Urban Other Principal Arterial	39,770	97	6		2,303	2,983	1.29	D+
20.92	20.93	PAUL W. BARRET MEM. PH	Singleton Parkway & Sledge	12	Urban Other Principal Arterial	3,750	617	4	65	1,536	281	0.18	D+
20.93	21.05	PAUL W. BARRET MEM. PH	Singleton Parkway & Sledge	12	Urban Other Principal Arterial	3,750	617	2	55	768	281	0.37	D+
21.05	22.52	PAUL W. BARRET MEM. PH	Raleigh-Millington & Singleton	12	Urban Other Principal Arterial	17,540	386	2	55	768	1,316	1.71	F
22.6	22.72	PAUL W. BARRET MEM. PH	Raleigh-Millington & Singleton	12	Urban Other Principal Arterial	17,540	386	4	55	1,536	1,316	0.86	D+
22.72	23.22	PAUL W. BARRET MEM. PH	U.S. 51 & Raleigh-Millington	12	Urban Other Principal Arterial	10,910	385	4	55	1,536	818	0.53	D+

blm	elm	Route Name	Location	Functional Class	Functional Classification	AADT	Count Station	Lanes	Speed Limit	Capacity	Volume	V/C Ratio	Level of Service
23.72	23.77	PAUL W. BARRET MEM. PK	U.S. 51 & Raleigh-Millington	12	Urban Other Principal Arterial	10,910	385	2	55	768	818	1.07	F
23.77	23.95	PAUL W. BARRET MEM. PK	#N/A	14	Urban Other Principal Arterial	10,310	PROP	2	55	768	773	1.01	E
0	0.3	PERKINS RD.	U.S. 78 & Winchester	14	Urban Other Principal Arterial	22,350	375	4	45	1,536	1,676	1.09	D+
1.16	1.3	PERKINS RD.	Knight Arnold & Winchester	14	Urban Other Principal Arterial	27,260	172	4	45	1,536	2,045	1.33	D+
1.34	1.83	PERKINS RD.	Knight Arnold & Winchester	14	Urban Other Principal Arterial	27,260	172	4	40	1,536	2,045	1.33	D+
1.83	1.97	PERKINS RD.	Knight Arnold & Winchester	14	Urban Other Principal Arterial	27,260	172	6	40	2,303	2,045	0.89	D+
1.97	2.17	PERKINS RD.	I-240 & American Way	14	Urban Other Principal Arterial	36,310	170	6	40	2,303	2,723	1.18	E
3.01	3.07	PERKINS RD.	I-240 & American Way	14	Urban Other Principal Arterial	36,310	170	4	40	1,536	2,723	1.77	E
1.22	1.23	POPLAR AV.	East Parkway & Hollywood	14	Urban Other Principal Arterial	29,050	158	6	40	2,303	2,179	0.95	D+
1.93	2.26	POPLAR AV.	Highland & Goodlett	14	Urban Other Principal Arterial	28,180	163	6	40	2,303	2,114	0.92	D+
4.68	5.12	POPLAR AV.	Mendenhall & White Station	14	Urban Other Principal Arterial	36,560	169	6	40	2,303	2,742	1.19	E
7.03	7.71	POPLAR AV.	White Station & I-240	14	Urban Other Principal Arterial	41,030	519	6	40	2,303	3,077	1.34	D+
7.71	7.82	POPLAR AV.	White Station & I-240	14	Urban Other Principal Arterial	41,030	519	4	40	1,536	3,077	2.00	D+
8.08	8.09	POPLAR AV.	White Station & I-240	14	Urban Other Principal Arterial	41,030	519	5	40	1,919	3,077	1.60	D+
8.09	8.15	POPLAR AV.	Shady Grove & I-240	14	Urban Other Principal Arterial	60,020	421	5	40	1,919	4,502	2.35	F
8.15	8.18	POPLAR AV.	Shady Grove & I-240	14	Urban Other Principal Arterial	60,020	421	7	40	2,687	4,502	1.68	F
8.18	8.22	POPLAR AV.	Shady Grove & I-240	14	Urban Other Principal Arterial	60,020	421	6	40	2,303	4,502	1.95	F
8.38	8.45	POPLAR AV.	Shady Grove & I-240	14	Urban Other Principal Arterial	60,020	421	8	40	3,071	4,502	1.47	F
8.83	9.27	POPLAR AV.	Ridgeway & Kirby Road	14	Urban Other Principal Arterial	43,590	266	6	40	2,303	3,269	1.42	D+
9.27	9.47	POPLAR AV.	Ridgeway & Kirby Road	14	Urban Other Principal Arterial	43,590	266	5	40	1,919	3,269	1.70	D+
9.99	10.1	POPLAR AV.	Kirby Parkway & Germantown	14	Urban Other Principal Arterial	36,920	102	5	40	1,919	2,769	1.44	D+
10.47	10.69	POPLAR AV.	Kirby Parkway & Germantown	14	Urban Other Principal Arterial	36,920	102	4	40	1,536	2,769	1.80	D+
11.79	11.86	POPLAR AV.	Dogwood & Forest Hill-Irene	14	Urban Other Principal Arterial	23,460	229	5	40	1,919	1,760	0.92	D+
13.83	14.02	POPLAR AV.	Dogwood & Forest Hill-Irene	14	Urban Other Principal Arterial	23,460	229	4	40	1,536	1,760	1.15	F
0	0.24	POPLAR AVE.	Cleveland & McLean	14	Urban Other Principal Arterial	26,320	297	6		2,303	1,974	0.86	D+
2.97	3.49	POPLAR AVE.	N Third St and Fourth St	14	Urban Other Principal Arterial	11,350	855	6		2,303	851	0.37	D+
18.37	18.52	POPLAR ST.	Bray Station & Byhalia	14	Urban Other Principal Arterial	23,210	110	4	40	1,536	1,741	1.13	D+
19.75	20.11	POPLAR ST.	U.S. 72 & Peterson Lake	14	Urban Other Principal Arterial	20,770	442	4	40	1,536	1,558	1.01	D+
20.11	20.29	POPLAR ST.	U.S. 72 & Peterson Lake	14	Urban Other Principal Arterial	20,770	442	3	40	1,152	1,558	1.35	D+
20.29	20.49	POPLAR ST.	U.S. 72 & Peterson Lake	14	Urban Other Principal Arterial	20,770	442	2	40	768	1,558	2.03	D+
21.37	21.39	POPLAR ST.	U.S. 72 & Peterson Lake	14	Urban Other Principal Arterial	20,770	442	2	50	768	1,558	2.03	D+
21.39	21.61	POPLAR ST.	Coll.-Arl. & Fayette Co. Line	14	Urban Other Principal Arterial	11,030	107	2	50	768	827	1.08	D+
21.78	22.06	POPLAR ST.	Coll.-Arl. & Fayette Co. Line	14	Urban Other Principal Arterial	11,030	107	2	40	768	827	1.08	D+
2.45	2.48	RAINES RD.	Getwell & U.S. 78	14	Urban Other Principal Arterial	15,840	522	2		768	1,188	1.55	F
2.48	2.62	RAINES RD.	Getwell & U.S. 78	14	Urban Other Principal Arterial	15,840	522	6		2,303	1,188	0.52	D+
3.36	3.62	RAINES RD.	Getwell & U.S. 78	14	Urban Other Principal Arterial	15,840	522	4		1,536	1,188	0.77	D+
4.64	4.72	RIDGEWAY RD.	Knight Arnold & Mt. Moriah	14	Urban Other Principal Arterial	33,310	383	6	45	2,303	2,498	1.08	E
4.84	4.88	RIDGEWAY RD.	Park & Quince	14	Urban Other Principal Arterial	25,100	381	6	45	2,303	1,883	0.82	D+
5.65	6.03	RIDGEWAY RD.	Park & Quince	14	Urban Other Principal Arterial	25,100	381	6	40	2,303	1,883	0.82	D+
1.78	1.95	RIVERDALE RD.	Nonconnah Parkway & Wincheste	14	Urban Other Principal Arterial	38,410	608	6	45	2,303	2,881	1.25	E
0	0.07	S. THIRD ST.	Holmes & DeSoto Co. Line	2	Urban Other Principal Arterial	22,310	136	4	50	3,429	2,538	0.74	D+
2.13	2.68	S. THIRD ST.	Shelby & Weaver	14	Urban Other Principal Arterial	23,920	133	4	50	1,536	1,794	1.17	D+
2.82	2.9	S. THIRD ST.	Shelby & Weaver	14	Urban Other Principal Arterial	23,920	133	6	45	2,303	1,794	0.78	D+
2.9	2.92	S. THIRD ST.	Raines & Shelby	14	Urban Other Principal Arterial	27,840	131	6	45	2,303	2,088	0.91	D+
2.92	4.56	S. THIRD ST.	Raines & Shelby	14	Urban Other Principal Arterial	27,840	131	2	45	768	2,088	2.72	D+
4.56	4.58	S. THIRD ST.	Byhalia Rd & Hwy 72	14	Urban Other Principal Arterial	30,810	898	2	45	768	2,311	3.01	F
4.58	5.14	S. THIRD ST.	Byhalia Rd & Hwy 72	14	Urban Other Principal Arterial	30,810	898	6	45	2,303	2,311	1.00	D+

blm	elm	Route Name	Location	Functional Class	Functional Classification	AADT	Count Station	Lanes	Speed Limit	Capacity	Volume	V/C Ratio	Level of Service
5.79	7.09	S. THIRD ST.	Nonconnah Creek & Brooks	14	Urban Other Principal Arterial	45,140	90	6	45	2,303	3,386	1.47	D+
7.27	7.36	S. THIRD ST.	Nonconnah Creek & Brooks	14	Urban Other Principal Arterial	45,140	90	5	45	1,919	3,386	1.76	D+
7.44	7.45	S. THIRD ST.	I-55 & Mallory	14	Urban Other Principal Arterial	24,730	208	5	45	1,919	1,855	0.97	D+
7.45	7.5	S. THIRD ST.	I-55 & Mallory	14	Urban Other Principal Arterial	24,730	208	6	45	2,303	1,855	0.81	D+
7.68	7.96	S. THIRD ST.	I-55 & Mallory	14	Urban Other Principal Arterial	24,730	208	6	40	2,303	1,855	0.81	D+
7.96	7.97	S. THIRD ST.	Person & Mallory	14	Urban Other Principal Arterial	17,790	512	6	40	2,303	1,334	0.58	D+
9.02	9.42	S. THIRD ST.	Person & Mallory	14	Urban Other Principal Arterial	17,790	512	4	40	1,536	1,334	0.87	D+
9.42	9.49	S. THIRD ST.	McLemore & Trigg	14	Urban Other Principal Arterial	15,930	511	4	40	1,536	1,195	0.78	D+
10.1	10.59	S. THIRD ST.	McLemore & Trigg	14	Urban Other Principal Arterial	15,930	511	4	35	1,536	1,195	0.78	D+
4.76	5.17	SHELBY DR.	U.S. 51 & Millbranch	14	Urban Other Principal Arterial	30,920	187	6	40	2,303	2,319	1.01	D+
5.76	5.85	SHELBY DR.	U.S. 51 & Millbranch	14	Urban Other Principal Arterial	30,920	187	5	40	1,919	2,319	1.21	D+
5.9	6.03	SHELBY DR.	U.S. 51 & Millbranch	14	Urban Other Principal Arterial	30,920	187	4	40	1,536	2,319	1.51	D+
6.03	6.29	SHELBY DR.	I-55 & Airways	14	Urban Other Principal Arterial	38,210	128	4	40	1,536	2,866	1.87	D+
6.29	6.38	SHELBY DR.	I-55 & Airways	14	Urban Other Principal Arterial	38,210	128	6	40	2,303	2,866	1.24	D+
6.77	6.85	SHELBY DR.	Swinnea & Tchulahoma	14	Urban Other Principal Arterial	41,530	524	6	40	2,303	3,115	1.35	D+
6.85	7.09	SHELBY DR.	Swinnea & Tchulahoma	14	Urban Other Principal Arterial	41,530	524	6	45	2,303	3,115	1.35	D+
9.77	10.03	SHELBY DR.	Getwell & U.S. 78	14	Urban Other Principal Arterial	32,460	237	6	45	2,303	2,435	1.06	E
10.79	11.82	SHELBY DR.	0	14	Urban Other Principal Arterial	33,360	122	6	45	2,303	2,502	1.09	F
11.97	12.6	SHELBY DR.	Mendenhall & Hickory Hill	14	Urban Other Principal Arterial	30,730	119	4	45	1,536	2,305	1.50	D+
12.83	13.77	SHELBY DR.	Mendenhall & Hickory Hill	14	Urban Other Principal Arterial	30,730	119	6	45	2,303	2,305	1.00	D+
13.78	13.88	SHELBY DR.	Crumpler & Ross	14	Urban Other Principal Arterial	24,590	331	6	45	2,303	1,844	0.80	D+
2.73	2.83	SOUTH PARKWAY EAST	Lamar & Bellevue	14	Urban Other Principal Arterial	10,530	357	4		1,536	790	0.51	D+
3.36	3.54	SOUTH PARKWAY EAST	Lamar & Bellevue	14	Urban Other Principal Arterial	10,530	357	5		1,919	790	0.41	D+
1.64	1.79	STAGE RD	Memphis-Arlington & U.S. 70	14	Urban Other Principal Arterial	25,360	52	7		2,687	1,902	0.71	D+
1.79	2.04	STAGE RD	Memphis-Arlington & U.S. 70	14	Urban Other Principal Arterial	25,360	52	6		2,303	1,902	0.83	D+
2.57	2.59	STAGE RD	Memphis-Arlington & U.S. 70	14	Urban Other Principal Arterial	25,360	52	4		1,536	1,902	1.24	D+
2.59	2.81	STAGE RD	Memphis-Arlington & U.S. 70	14	Urban Other Principal Arterial	25,360	52	2	40	768	1,902	2.48	D+
5.07	5.12	STAGE RD	U.S. 70 & Appling	14	Urban Other Principal Arterial	34,160	50	4		1,536	2,562	1.67	D+
7.5	7.56	STAGE RD	Byhalia Rd & Hwy 72	14	Urban Other Principal Arterial	32,060	886	4		1,536	2,405	1.57	F
7.56	8.15	STAGE RD	Byhalia Rd & Hwy 72	14	Urban Other Principal Arterial	32,060	886	5		1,919	2,405	1.25	F
8.59	8.71	STAGE RD	I-40 & Berryhill	14	Urban Other Principal Arterial	40,680	76	4		1,536	3,051	1.99	D+
9.33	9.36	STAGE RD	I-40 & Berryhill	14	Urban Other Principal Arterial	40,680	76	2	55	768	3,051	3.97	D+
10.86	10.96	STAGE RD	Airline & Collierville-Arlingt	14	Urban Other Principal Arterial	16,560	77	4		1,536	1,242	0.81	D+
8.02	8.26	STRAFFORD RD.	Macon & I-40	14	Urban Other Principal Arterial	28,420	309	4	40	1,536	2,132	1.39	F
6.68	6.73	SUMMER AVE	Trezevant & Hollywood	14	Urban Other Principal Arterial	20,910	159	6		2,303	1,568	0.68	D+
6.81	7.25	SUMMER AVE	Trezevant & Hollywood	14	Urban Other Principal Arterial	20,910	159	4		1,536	1,568	1.02	D+
7.83	8.77	SUMMER AVE	Holmes Street & Highland	14	Urban Other Principal Arterial	10,690	240	4		1,536	802	0.52	D+
8.77	10.85	SUMMER AVE	Graham & Perkins	14	Urban Other Principal Arterial	27,050	87	6		2,303	2,029	0.88	D+
10.85	11.76	SUMMER AVE	Mendenhall & I-40	14	Urban Other Principal Arterial	27,650	284	6		2,303	2,074	0.90	D+
12.04	12.08	SUMMER AVE	Sycamore View & Wolf River	14	Urban Other Principal Arterial	15,350	166	5		1,919	1,151	0.60	D+
12.24	12.49	SUMMER AVE	Sycamore View & Wolf River	14	Urban Other Principal Arterial	15,350	166	4		1,536	1,151	0.75	D+
13.78	15.42	SUMMER AVE	Sycamore View & Ral.-LaGrange	14	Urban Other Principal Arterial	22,060	303	4		1,536	1,655	1.08	F
15.42	15.63	SUMMER AVE	Stage & Elmore	14	Urban Other Principal Arterial	20,660	51	4		1,536	1,550	1.01	D+
4.17	4.33	SYCAMORE VIEW RD.	U.S. 70 & I-40	14	Urban Other Principal Arterial	32,500	73	6	45	2,303	2,438	1.06	D+
4.38	4.46	SYCAMORE VIEW RD.	U.S. 70 & I-40	14	Urban Other Principal Arterial	32,500	73	6	40	2,303	2,438	1.06	D+
4.8	4.97	SYCAMORE VIEW RD.	Pleasant View & Ral.-LaGrange	14	Urban Other Principal Arterial	37,720	363	5	45	1,919	2,829	1.47	D+
4.97	5.37	SYCAMORE VIEW RD.	Pleasant View & Ral.-LaGrange	14	Urban Other Principal Arterial	37,720	363	4	45	1,536	2,829	1.84	D+

blm	elm	Route Name	Location	Functional Class	Functional Classification	AADT	Count Station	Lanes	Speed Limit	Capacity	Volume	V/C Ratio	Level of Service
5.59	5.95	SYCAMORE VIEW RD.	Pleasant View & Ral.-LaGrange	14	Urban Other Principal Arterial	37,720	363	6	40	2,303	2,829	1.23	D+
14.23	14.26	THOMAS BLVD.	Jackson & Chelsea	14	Urban Other Principal Arterial	11,940	296	4		1,536	896	0.58	D+
15.99	16.2	THOMAS ST.	James & Whitney	14	Urban Other Principal Arterial	31,740	320	4	35	1,536	2,381	1.55	D+
16.79	16.97	THOMAS ST.	James & Whitney	14	Urban Other Principal Arterial	31,740	320	4	40	1,536	2,381	1.55	D+
18.84	19.13	THOMAS ST.	Overton Crossing & Watkins	14	Urban Other Principal Arterial	23,750	165	4	40	1,536	1,781	1.16	F
19.13	19.47	THOMAS ST.	Overton Crossing & Watkins	14	Urban Other Principal Arterial	23,750	165	4	50	1,536	1,781	1.16	F
19.47	20.45	THOMAS ST.	Overton Crossing & Watkins	14	Urban Other Principal Arterial	23,750	165	4	55	1,536	1,781	1.16	F
9.9	10.06	UNION AV.	I-240 Midtown & Bellevue	14	Urban Other Principal Arterial	37,920	152	4	35	1,536	2,844	1.85	F
10.06	10.1	UNION AV.	Pauline & I-240 Midtown	14	Urban Other Principal Arterial	42,940	488	4	35	1,536	3,221	2.10	F
10.76	10.86	UNION AV.	Danny Thomas & Manassas	14	Urban Other Principal Arterial	19,970	162	4	35	1,536	1,498	0.98	D+
0	1.18	UNION AVE	Bellevue & Cleveland	14	Urban Other Principal Arterial	34,820	154	4		1,536	2,612	1.70	F
1.18	2.09	UNION AVE	McLean & East Parkway	14	Urban Other Principal Arterial	34,230	155	4		1,536	2,567	1.67	F
2.09	2.19	UNION AVE. EXTD.	East Parkway & Hollywood	14	Urban Other Principal Arterial	28,520	174	6		2,303	2,139	0.93	D+
15.63	16.78	US/HWY-64/70/79	Stage & Elmore	14	Urban Other Principal Arterial	20,660	51	4		1,536	1,550	1.01	D+
1.09	1.38	US/HWY-72	Tenn. Hwy. 57 & Fayette Co. Li	14	Urban Other Principal Arterial	9,470	108	2		768	710	0.93	D+
1.61	1.73	US/HWY-72	Tenn. Hwy. 57 & Fayette Co. Li	14	Urban Other Principal Arterial	9,470	108	4		1,536	710	0.46	D+
15.97	16.63	US/HWY-72	Dogwood & Forest Hill-Irene	14	Urban Other Principal Arterial	23,460	229	4	40	1,536	1,760	1.15	F
16.98	17.02	US/HWY-72	Bray Station & Byhalia	14	Urban Other Principal Arterial	23,210	110	4	40	1,536	1,741	1.13	F
0	0.84	US/HWY-78	Pleasant Hill & Holmes	2	Urban Other Principal Arterial	40,360	120	4	50	3,429	4,591	1.34	F
2.1	3.04	US/HWY-78	Perkins & Shelby	14	Urban Other Principal Arterial	39,600	123	4		1,536	2,970	1.93	F
0	0.07	W. FARMINGTON BLVD.	Poplar Ave & Germantown Rd	14	Urban Other Principal Arterial	22,140	876	6		2,303	1,661	0.72	D+
0	0.1	W.H. CRUMP BLVD.	Main & Third	14	Urban Other Principal Arterial	13,060	144	4		1,536	980	0.64	D+
0.1	0.29	W.H. CRUMP BLVD.	Main & Third	14	Urban Other Principal Arterial	13,060	144	6		2,303	980	0.43	D+
0.69	1.14	W.H. CRUMP BLVD.	Third & Danny Thomas	14	Urban Other Principal Arterial	16,880	146	6		2,303	1,266	0.55	D+
0	0.13	WALNUT GROVE RD.	I-240 & Shady Grove	14	Urban Other Principal Arterial	55,510	204	4	40	1,536	4,163	2.71	D+
0.13	0.4	WALNUT GROVE RD.	I-240 & Shady Grove	14	Urban Other Principal Arterial	55,510	204	6	40	2,303	4,163	1.81	D+
0.4	0.64	WALNUT GROVE RD.	I-240 & Shady Grove	14	Urban Other Principal Arterial	55,510	204	5	40	1,919	4,163	2.17	D+
0.64	0.69	WALNUT GROVE RD.	Wolf River & Germantown	2	Urban Other Principal Arterial	39,150	378	5	45	4,071	4,453	1.09	F
0.69	0.87	WALNUT GROVE RD.	Wolf River & Germantown	2	Urban Other Principal Arterial	39,150	378	4	45	3,257	4,453	1.37	F
1.71	2.36	WALNUT GROVE RD.	Wolf River & Germantown	2	Urban Other Principal Arterial	39,150	378	4	55	3,600	4,453	1.24	F
2.55	2.61	WALNUT GROVE RD.	East Parkway & Hollywood	14	Urban Other Principal Arterial	28,520	174	4		1,536	2,139	1.39	F
3.83	4.11	WALNUT GROVE RD.	Wolf River & Germantown	14	Urban Other Principal Arterial	39,150	378	6	55	2,303	2,936	1.27	F
0	0.79	WEAVER RD.	U.S. 61 & Holmes	14	Urban Other Principal Arterial	3,480	536	2	45	768	261	0.34	D+
0.79	1.2	WEAVER RD.	U.S. 61 & Holmes	14	Urban Other Principal Arterial	3,480	536	2	40	768	261	0.34	D+
2.38	2.56	WEST RD.	Hacks Cross & Cedar Rige	14	Urban Other Principal Arterial	18,550	872	2	35	768	1,391	1.81	F
2.56	2.82	WEST RD.	Hacks Cross & Cedar Rige	14	Urban Other Principal Arterial	18,550	872	4	35	1,536	1,391	0.91	D+
1.95	2.01	WHITNEY AV.	Wolf River & Whitney	14	Urban Other Principal Arterial	5,670	300	2	40	768	425	0.55	D+
0	2.12	WINCHESTER RD.	Perkins & Mendenhall	14	Urban Other Principal Arterial	32,070	265	6	45	2,303	2,405	1.04	D+
0	0.07	WINCHESTER RD.	Byhalia Rd & Hwy 72	14	Urban Other Principal Arterial	7,330	906	4	40	1,536	550	0.36	D+
0.72	0.76	WINCHESTER RD.	U.S. 61 & Graves	14	Urban Other Principal Arterial	14,770	262	6	45	2,303	1,108	0.48	D+
1.44	2	WINCHESTER RD.	U.S. 61 & Graves	14	Urban Other Principal Arterial	14,770	262	6	40	2,303	1,108	0.48	D+
2	2.35	WINCHESTER RD.	I-55 & Airways	14	Urban Other Principal Arterial	25,210	263	6	40	2,303	1,891	0.82	D+
2.02	2.21	WINCHESTER RD.	Byhalia Rd & Hwy 72	14	Urban Other Principal Arterial	7,330	906	4	40	1,536	550	0.36	D+
3.92	4	WINCHESTER RD.	I-55 & Airways	14	Urban Other Principal Arterial	25,210	263	4	40	1,536	1,891	1.23	D+
4.08	4.1	WINCHESTER RD.	Perkins & U.S. 78	14	Urban Other Principal Arterial	33,940	124	4	40	1,536	2,546	1.66	D+
4.18	4.46	WINCHESTER RD.	Perkins & U.S. 78	14	Urban Other Principal Arterial	33,940	124	5	40	1,919	2,546	1.33	D+
5.25	5.49	WINCHESTER RD.	Perkins & U.S. 78	14	Urban Other Principal Arterial	33,940	124	6	40	2,303	2,546	1.11	D+

blm	elm	Route Name	Location	Functional Class	Functional Classification	AADT	Count Station	Lanes	Speed Limit	Capacity	Volume	V/C Ratio	Level of Service
5.39	5.72	WINCHESTER RD.	Germantown & Hacks Cross	14	Urban Other Principal Arterial	33,790	232	6	45	2,303	2,534	1.10	F
5.72	6.17	WINCHESTER RD.	Germantown & Hacks Cross	14	Urban Other Principal Arterial	33,790	232	4	45	1,536	2,534	1.65	F
5.88	7.09	WINCHESTER RD.	Perkins & U.S. 78	14	Urban Other Principal Arterial	33,940	124	6	45	2,303	2,546	1.11	D+
6.48	8.49	WINCHESTER RD.	Germantown & Hacks Cross	14	Urban Other Principal Arterial	33,790	232	6	50	2,303	2,534	1.10	F
		Goodman	Miss. Hwy. 301 & Horn Lake	14	Urban Principal Arterial	19,000	460	4		1,536	1,425	0.93	D+
		Goodman	Getwell & Pleasant Hill	14	Urban Principal Arterial	28,000	494	7		2,687	2,100	0.78	D+
		Goodman	Horn Lake & Hurt	14	Urban Principal Arterial	24,000	5000	2		768	1,800	2.34	F
		Goodman	Hurt & U.S. 51	14	Urban Principal Arterial	33,000	5005	2		768	2,475	3.22	F
		Goodman	U.S. 51 & I-55	14	Urban Principal Arterial	39,000	5010	5		1,919	2,925	1.52	F
		Goodman	I-55 & Airways	14	Urban Principal Arterial	41,000	5015	5		1,919	3,075	1.60	F
		Goodman	Airways & Swinnea	14	Urban Principal Arterial	42,000	5020	5		1,919	3,150	1.64	D+
		Miss. Hwy. 301	State Line Road & Goodman	14	Urban Principal Arterial	5,000	730	4		1,536	375	0.24	D+
		State Line Rd.	U.S. 51 & I-55	14	Urban Principal Arterial	21,000	5030	4		1,536	1,575	1.03	E
		U.S. 51	Goodman & Nail	14	Urban Principal Arterial	14,000	100	2		768	1,050	1.37	F
		U.S. 51	Rasco & Goodman	14	Urban Principal Arterial	17,000	110	4		1,536	1,275	0.83	D+
		U.S. 51	At the TN/MS State Line	14	Urban Principal Arterial	11,000	120	4		1,536	825	0.54	D+

High occupancy vehicles facilities

High occupancy vehicle (HOV) facilities are travel lanes or other roadway improvements restricted to vehicles with two or more passengers. They are intended to provide buses, vanpools and carpools using them with a travel time savings and a predictable travel time. These travel advantages can serve as a significant incentive for individuals to choose to rideshare and therefore, increase the person-moving capacity of the transportation system. HOV facilities are typically only successful when combined with transportation demand management measures to encourage use. These include rideshare-matching services, employer incentives such as preferential parking, public information and education programs, and bus transfer and park-and-ride facilities.

HOV lanes on freeways can vary from barrier-separated “roadways” within the freeway median, to simply dedicating a new lane for HOV-only usage, which can be constructed at about the same cost as a conventional freeway lane. Locally, HOV lanes are separate lanes designated for multiple occupancy vehicles during rush hour traffic flows (7 am to 9 am for inbound traffic and 4 pm to 6pm for outbound traffic).

Feasibility of HOV Facilities

The major factor motivating the establishment of HOV lanes is severe and recurring traffic congestion. An HOV lane should be considered only when there is freeway congestion necessitating more efficient use of the roadway, particularly when, for environmental, financial or other reasons, additional road capacity cannot be constructed. A good measure of congestion is when average freeway speeds are 35 MPH or less during the peak period. In addition, an HOV lane is usually only successful when it will provide a reliable travel time for HOV users on the order of about one minute per mile over a typical trip from origin to destination. A five-minute timesaving overall is considered a minimum, and a savings of eight minutes is considered desirable.

For suburban-oriented lanes, initial usage during the peak hour should be a minimum of 400 to 800 vehicles, whereas for radial-oriented lanes, initial usage below 450 vehicles during the peak hour can be considered if there is a significant volume of buses using the facility.

A preliminary feasibility analysis was conducted for the above corridors. The results indicate that no corridor meets the general criteria outlined earlier. The time savings provided by the HOV corridor segments are minimal since operating speeds in the general use lanes are projected to be high, primarily as a result of planned capacity improvements to the roads in the affected corridors. This is apparent in the travel time savings per mile, which are no more than 0.14 minute per mile (in the I-240 corridor through Midtown), compared to the rule-of-thumb minute-per mile-minimum requirement. Peak period operating speeds in the general use lanes are projected to be well in excess of 40 MPH. Overall, the time savings offer very little incentive for motorists to make the effort to form or join car or vanpools or transfer to transit. Most of the projected demand would exist without the presence of the HOV facilities. Clearly, additional incentives would be required to cause drivers to rideshare. The analysis also determined that the combined HOV facilities would have a minimal impact on regional

travel. Vehicle miles of travel would decrease by approximately 0.4 percent in the peak period, while vehicle hours of delay would decrease by 2.7 percent in the same period.

Designated HOV Corridors

As part of the development of the congestion management system for the Memphis region, a number of corridors were identified as being potentially feasible for HOV application. The following **Table** shows the criteria used and scoring of these potential segments. Of those segments studied those identified below and on the **Figure** were selected. Two projects are open, and four others are in the Transportation Improvement Program (TIP):

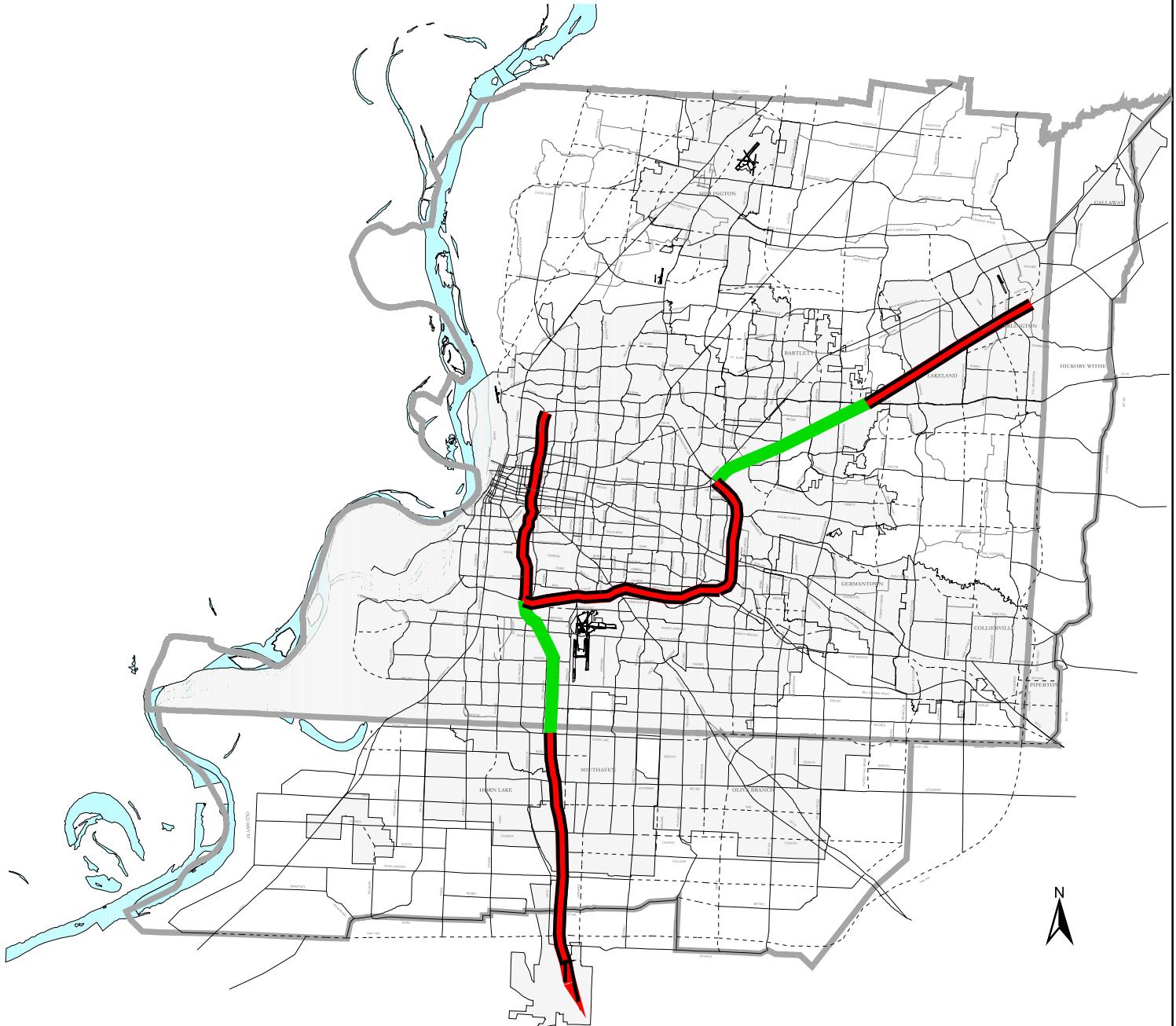
- I-40 between I-240 and Germantown Road (open);
- I-55 from I-240 to the Mississippi State Line (open);
- I-240 South, Lamar Avenue to Nonconnah Parkway (Under study);
- I-240 Midtown from I-40 to I-55 (Under study);
- I-55 from Mississippi State Line to Goodman Road (Under study);
- Interstate 240 From Walnut Grove to Nonconnah Parkway (Under study).

The remaining locations are not currently in the TIP but were selected for study by the Engineering and Technical Committee (ETC) of the Metropolitan Planning Organization (MPO) which identified corridors projected to experience congestion in the plan's horizon years. These include:

- I-40/I-240 between the Northwest Freeway (to the north) and I-40 Midtown Interchange (to the south) and
- I-40 between Germantown Road and the proposed Collierville Arlington Parkway

In total, 57 miles of HOV corridor are included in the analysis.

HOV Corridors



HOV Corridors Built



HOV Corridors Under Study

Table 1 HOV Corridor Analysis Results (2020)

Corridor No. ¹	Corridor Name	From	To	Length (miles)	Volume-to-Capacity Ratio ²	Time Savings (minutes)	Time Savings per Mile (minutes)	Projected HOV Peak Hour Demand (2+ excluding transit) ³	Transit Utilization (Peak Hour Ridership) ⁴
1	I-40	I-240	Germantown Rd	8.1	.65 - .78	.28	0.03	228	180
2	I-55	I-240	State Line Rd.	5.7	.72 - 1.13	.46	0.08	537	180
3	I-55	State Line Rd.	Byhalia Rd.	10.8	.48 - 1.0	.42	0.04	278	180
4	I-40/I-240	NW Freeway	I-40 split (Midtown)	3.0	.42 - .66	.09	0.03	238	360
5	I-240	I-40 split (Midtown)	I-55	5.1	.75 - 1.05	.72	0.14	554	360
6	I-240	I-55	Nonconnah Pkwy	9.1	.59 - 1.01	.71	0.08	612	360
7	I-240	Nonconnah Pkwy	I-40/Sam Cooper Blvd	4.7	.78 - 1.06	.5	0.11	648	360
8	I-40	Germantown Rd	Future C-A Pkwy	6.7	.67 - 1.05	.63	0.09	114	180

Appendix M

2004-2026 Fiscally Constrained Plan- All Projects (by funding type)

STATE OF TENNESSEE

LRTP ID	State/Fed		From	To	EX Lane	Lane0	Lane1	Lane2	Fund Source	2006	2016	2026	Grand Total
	Rt.	Name				6	6	6					
60010001	I-240	I-40 INTERCHANGE	at AIRWAYS						IM	\$ 10,000,000			
60020001	I-40	I-40 INTERCHANGE	at CANADA RD						IM	\$ 6,100,000			
60020002	I-40	I-40 INTERCHANGE	at I-240 East Memphis						IM	\$ 25,000,000			
60020003	I-40	I-40 INTERCHANGE	at US 64						IM	\$ 10,000,000			
60030001	I-55	I-55 INTERCHANGE	at MALLORY AVE						IM	\$ 25,800,000			
60030002	I-55	I-55 INTERCHANGE	at US 64 (SR-1/CRUMP)						IM	\$ 3,200,000	\$ 9,400,000		
02500005	I-240	INTERSTATE 240	I-55	MILLBRANCH	6	8	8	8	IM	\$ 13,878,000			
02500006	I-240	INTERSTATE 240	MILLBRANCH	AIRWAYS	6	8	8	8	IM	\$ 14,965,000			
02500007	I-240	INTERSTATE 240	AIRWAYS	LAMAR	8	8	10	10	IM	\$ 20,636,000			
02500013	I-240	INTERSTATE 240	WALNUT GROVE	PARK	6	6	8	8	IM	\$ 26,067,000			
60020004	I-240	I-240 INTERCHANGE	at SR 385						IM	\$ 15,000,000			
01040003	I-40	INTERSTATE 40	I-240 MT	JACKSON	6	8	8	8	IM	\$ 7,362,000			
01040004	I-40	INTERSTATE 40	JACKSON	CHELSEA	6	8	8	8	IM	\$ 10,500,000			
01040005	I-40	INTERSTATE 40	CHELSEA	101 CONNECTOR	6	6	8	8	IM	\$ 17,016,000			
01040017	I-40	INTERSTATE 40	HWY 64	CANADA	4	4	6	6	IM	\$ 28,750,000			
01040018	I-40	INTERSTATE 40	CANADA	AIR LINE	4	4	6	6	IM	\$ 56,500,000			
60040001	SR-385	SR-385 INTERCHANGE	at DEXTER						IM	\$ 10,000,000			
60040002	SR-385	SR-385 INTERCHANGE	at RAL-LAGRANGE						IM	\$ 10,000,000			
60040003	SR-385	SR-385 INTERCHANGE	at SHELTON						IM	\$ 10,000,000			
80000002	Interstate ITS Program								IM	\$ 44,400,000			
30000006	CMS Project Improvements								IM Total	\$ 104,500,000	\$ 272,500,000	\$ 3,969,624	\$ 380,969,624
80000004	Germantown Pkwy ITS								CESA*	\$ 3,000,000			
30000005	Beale Street Landing Dock		Beale Street at the cobblestones and pedestrian river walk						CESA*	\$ 19,500,000			
									CESA Total	\$ 3,000,000	\$ 19,500,000	\$ -	\$ 22,500,000
80000002	Interstate ITS Program								CMAQ Total	\$ 1,100,000	\$ 30,000,000	\$ 30,000,000	\$ 61,100,000
80000001	Hernando DeSoto Bridge Retrofit		I-40	I-55					BRR-S Total	\$ 60,000,000	\$ 32,000,000	\$ -	\$ 92,000,000
60020002	I-40	I-40 INTERCHANGE	at I-240 East Memphis						NHS/NCPD	\$ 500,000			
60020005	I-40	I-40 INTERCHANGE	SR-196						NHS/NCPD	\$ 10,000,000			
60030004	I-55	I-55 INTERCHANGE	at HOLMES RD.						NHS/NCPD	\$ 10,000,000			
02500001	I-240	INTERSTATE 240 MT	I-40	UNION	6	8	8	8	NHS/NCPD	\$ 4,250,000			
02500002	I-240	INTERSTATE 240 MT	UNION	LAMAR	6	6	8	8	NHS/NCPD	\$ 4,250,000			
02500003	I-240	INTERSTATE 240 MT	LAMAR	SOUTH PARKWAY	6	6	8	8	NHS/NCPD	\$ 4,250,000			
02500004	I-240	INTERSTATE 240 MT	SOUTH PARKWAY	I-55	6	6	8	8	NHS/NCPD	\$ 4,250,000			
02500013	I-240	INTERSTATE 240 East	POPLAR AVENUE	WALNUT GROVE	6	6	8	8	NHS/NCPD	\$ 25,200,000			
20000001	I-69	4 Lane Interstate	TN-MS Stateline	North of Millington	0	0	4	4	NHS/NCPD	\$ 60,000,000	\$ 90,886,830	\$ 90,886,830	
00340012	NHS-C	WINCHESTER	Airways	PLough BLVD	5	5	7	7	NHS/NCPD	\$ 20,535,400			
30000006	CMS Project Improvements								NHS/NCPD	\$ 6,802,810			
									NHS/NCPD Total	\$ 102,700,000	\$ 138,225,040	\$ 90,886,830	\$ 331,811,870
01180005	SR-1	St JUDE & N PARKWAY	N PARKWAY Realignment		2	5	5	5	SSTP	\$ 3,000,000			
01190005	SR-205	AIR LINE	HORTON	I-40	2	2	5	5	SSTP	\$ 1,263,000			
01190006	SR-205	AIR LINE	HWY 70	HORTON	2	2	5	5	SSTP	\$ 2,367,000			
02020024	SR-14	AUSTIN PEAY	COVINGTON PIKE	EGYPT CENTRAL	2	2	7	7	SSTP	\$ 2,500,000	\$ 3,022,800		
02020025	SR-14	AUSTIN PEAY	EGYPT CENTRAL	OLD BROWNSVILLE	2	2	4	4	SSTP	\$ 2,500,000	\$ 4,068,000		
02020026	SR-14	AUSTIN PEAY	OLD BROWNSVILLE	OLD BROWNSVILLE	2	2	4	4	SSTP	\$ 2,500,000	\$ 3,804,000		
02020027	SR-14	AUSTIN PEAY	OLD BROWNSVILLE	BILLY MAHER	2	2	4	4	SSTP	\$ 2,500,000	\$ 3,910,000		
02020028	SR-14	AUSTIN PEAY	BILLY MAHER	LOOSAHATCHIE PKWY	2	2	4	4	SSTP	\$ 2,500,000	\$ 3,645,000		
02020029	SR-14	AUSTIN PEAY	LOOSAHATCHIE PKWY	WHITTEN	2	2	4	4	SSTP	\$ 2,500,000	\$ 3,645,000		
02020030	SR-14	AUSTIN PEAY	WHITTEN	PLEASANT RIDGE	2	2	4	4	SSTP	\$ 2,500,000	\$ 7,925,000		
02020031	SR-14	AUSTIN PEAY	PLEASANT RIDGE	PAUL BARRETT PKWY	2	2	4	4	SSTP	\$ 2,500,000	\$ 4,015,000		
02020032	SR-14	AUSTIN PEAY	PAUL BARRETT PKWY	MILLINGTON ARLINGTON	2	2	4	4	SSTP	\$ 380,000	\$ 16,271,000		

STATE OF TENNESSEE

LRTP ID	State/Fed		From	To	EX Lane	Lane0	Lane1	Lane2	Fund Source	2006	2016	2026	Grand Total
	Rt.	Name											
02020033	SR-14	AUSTIN PEAY	MILLINGTON ARLINGTON	ROSEMARK	2	2	4	4	SSTP	\$ 380,000	\$ 7,291,000		
02020034	SR-14	AUSTIN PEAY	ROSEMARK	KERRVILLE-ROSEMARK	2	2	4	4	SSTP	\$ 380,000	\$ 1,744,000		
02020035	SR-14	AUSTIN PEAY	KERRVILLE-ROSEMARK	MUDVILLE	2	2	4	4	SSTP	\$ 380,000	\$ 6,234,000		
02020036	SR-14	AUSTIN PEAY	MUDVILLE	North	2	2	4	4	SSTP	\$ 380,000	\$ 16,377,000		
00730001													
00730002													
00730003	SR-385	BILL MORRIS PKWY	I-240	RIVERDALE	6	6	6	10	SSTP				\$ 25,000,000
01270006	SR-175	BYHALIA	WINCHESTER	BILL MORRIS PKWY	5	5	7	7	SSTP		\$ 547,332		
01270007	SR-175	BYHALIA	POPLAR	WINCHESTER	5	5	7	7	SSTP		\$ 659,531		
02590001	SR-196	CHULAHOMA	SHELBY DR	STATE LINE	2	2	5	5	SSTP		\$ 5,820,500		
02590002	SR-196	CHULAHOMA	KEOUGH	SHELBY DR	2	2	5	5	SSTP		\$ 3,416,500		
02590003	SR-196	CHULAHOMA	HWY 57	KEOUGH	2	2	5	5	SSTP		\$ 2,973,500		
02590004	SR-196	CHULAHOMA	SHELTON	HWY 57	2	2	5	5	SSTP		\$ 3,511,000		
02590005	SR-196	CHULAHOMA	RAL LAGRANGE	SHELTON	2	2	5	5	SSTP		\$ 10,565,500		
02590006	SR-196	CHULAHOMA	MACON	RAL LAGRANGE	2	2	2	5	SSTP				\$ 12,558,000
02590007	SR-196	CHULAHOMA	DEXTER	MACON	2	2	2	5	SSTP				\$ 5,630,500
02590008	SR-196	CHULAHOMA	HWY 64	DEXTER	2	2	2	5	SSTP				\$ 10,565,500
00730016	SR-385	COL ARLINGTON PKWY	HWY 72	SR-57	0	0	4	4	SSTP	\$ 3,000,000			
01680013	SR-385	COL ARLINGTON PKWY	I-40	DONNELSON	0	0	4	4	SSTP	\$ 1,500,000			
01680014	SR-385	COL ARLINGTON PKWY	DONNELSON	SUMAC	0	0	4	4	SSTP	\$ 1,500,000			
01680015	SR-385	COL ARLINGTON PKWY	SUMAC	HWY 64	0	0	4	4	SSTP	\$ 1,500,000			
01680016	SR-385	COL ARLINGTON PKWY	HWY 64	COL ARLINGTON RD	0	0	4	4	SSTP	\$ 1,500,000			
01680017	SR-385	COL ARLINGTON PKWY	COL ARLINGTON RD	DEXTER	0	0	4	4	SSTP	\$ 4,500,000	\$ 2,029,325		
01680018	SR-385	COL ARLINGTON PKWY	DEXTER	MACON	0	0	4	4	SSTP	\$ 4,500,000	\$ 4,632,214		
01680019	SR-385	COL ARLINGTON PKWY	MACON	WALNUT GROVE	0	0	4	4	SSTP	\$ 6,250,000	\$ 7,831,870		
01680020	SR-385	COL ARLINGTON PKWY	WALNUT GROVE	RAL-LAGRANGE	0	0	4	4	SSTP	\$ 6,250,000	\$ 9,115,555		
01680021	SR-385	COL ARLINGTON PKWY	RAL-LAGRANGE	SHELTON	0	0	4	4	SSTP	\$ 6,250,000	\$ 10,435,512		
01680022	SR-385	COL ARLINGTON PKWY	SHELTON	SR-57	0	0	4	4	SSTP	\$ 6,250,000	\$ 10,003,563		
02170001	SR-205	COL ARLINGTON RD	SHELTON	SR-57	2	2	2	4	SSTP		\$ 4,327,751		
02170002	SR-205	COL ARLINGTON RD	RAL LAGRANGE	SHELTON	2	2	2	4	SSTP				\$ 3,989,683
02170003	SR-205	COL ARLINGTON RD	RAL LAGRANGE	RAL LAGRANGE	2	2	2	4	SSTP				\$ 258,172
02170004	SR-205	COL ARLINGTON RD	MONTEREY	RAL LAGRANGE	2	2	2	4	SSTP				\$ 1,828,395
02170005	SR-205	COL ARLINGTON RD	MACON	MONTEREY	2	2	2	4	SSTP				\$ 3,697,283
02170006	SR-205	COL ARLINGTON RD	MACON	DEXTER	2	2	2	4	SSTP				\$ 2,569,400
02170007	SR-205	COL ARLINGTON RD	HWY 64	DEXTER	2	2	2	4	SSTP				\$ 3,158,111
02170008	SR-205	COL ARLINGTON RD	HWY 64	SUMAC	2	2	5	5	SSTP		\$ 2,033,000		
02170009	SR-205	COL ARLINGTON RD	SUMAC	DONNELSON	2	2	2	5	SSTP				\$ 1,925,000
02170013	SR-205	COL ARLINGTON RD	PLEASANT RIDGE	CHAPEL HILL RD	2	2	2	5	SSTP				\$ 705,217
02170014	SR-205	COL ARLINGTON RD	MILLINGTON ARLINGTON	PLEASANT RIDGE	2	2	2	5	SSTP				\$ 717,401
02190001	SR-205	COL ARLINGTON RD	DONNELSON	COL ARLINGTON	2	2	5	5	SSTP		\$ 1,215,000		
02190002	SR-205	COL ARLINGTON RD	I-40	DONNELSON	2	2	5	5	SSTP		\$ 1,049,000		
00570003	SR-204	COVINGTON PIKE	PLEASANT VIEW	I-40	5	5	6	6	SSTP		\$ 3,000,000		
00570004	SR-204	COVINGTON PIKE	CHELSEA	PLEASANT VIEW	5	5	5	7	SSTP				\$ 1,000,000
00570005	SR-204	COVINGTON PIKE	RAL LAGRANGE	CHELSEA	4	4	4	7	SSTP				\$ 1,500,000
00570006	SR-204	COVINGTON PIKE	STAGE	PAL LAGRANGE	4	4	4	7	SSTP				\$ 1,200,000
00250007	US-51	ELVIS PRESLEY	HOLMES	STATE LINE	5	5	5	7	SSTP				\$ 1,500,000
00250008	US-51	ELVIS PRESLEY	SHELBY	HOLMES	5	5	5	7	SSTP				\$ 1,566,660
00250009	US-51	ELVIS PRESLEY	RAINES	SHELBY	5	5	5	7	SSTP				\$ 1,665,560
00250010	US-51	ELVIS PRESLEY	WINCHESTER	RAINES	5	5	5	7	SSTP				\$ 2,002,160
00250011	US-51	ELVIS PRESLEY	BROOKS	WINCHESTER	5	5	5	7	SSTP				\$ 803,900
00250012.1	US-51	ELVIS PRESLEY	I-55	BROOKS	5	5	7	7	SSTP		\$ 231,460		
00250012.2	US-51	ELVIS PRESLEY	I-240	I-55	5	5	5	7	SSTP				\$ 1,457,600
00250013	US-51	ELVIS PRESLEY	NORRIS	I-240	4	4	4	6	SSTP				\$ 1,067,120
00790004.2	SR-177	GERMANTOWN	CRESTRIDGE	STOUT	2	2	4	4	SSTP	\$ 1,900,000			
00790011	SR-177	GERMANTOWN	WALNUT GROVE	WOLF RIVER	6	6	8	8	SSTP		\$ 6,000,000		
00790012	SR-177	GERMANTOWN	RAL LAGRANGE	WALNUT GROVE	6	6	8	8	SSTP		\$ 944,900		
00790013	SR-177	GERMANTOWN	MACON	RAL LAGRANGE	6	6	8	8	SSTP		\$ 935,000		
00790014	SR-177	GERMANTOWN	CORDOVA	MACON	6	6	8	8	SSTP		\$ 328,700		
00790015	SR-177	GERMANTOWN	DEXTER	CORDOVA	6	6	8	8	SSTP		\$ 1,234,700		

STATE OF TENNESSEE

LRTP ID	State/Fed		From	To	EX Lane	Lane0	Lane1	Lane2	Fund Source	2006	2016	2026	Grand Total
	Rt.	Name				6	6	6					
00790016	SR-177	GERMANTOWN	I-40	DEXTER	6	6	8	8	SSTP	\$ 4,200,000			
00410010.2	SR-176	GETWELL	STATELINE	HOLMES	4	4	7	7	SSTP	\$ 560,340			
00410011	SR-176	GETWELL	HOLMES	SHELBY DR	4	4	7	7	SSTP	\$ 3,992,000			
00410012.1	SR-176	GETWELL	SHELBY DR	RAINES	4	4	4	7	SSTP		\$ 5,080,000		
02590009	SR-196	HICKORY WITH	HWY 64	I-40	2	2	2	5	SSTP			\$ 5,000,000	
02590010	SR-196	HICKORY WITH	I-40	HWY 70	2	2	2	5	SSTP			\$ 5,000,000	
01140001.1	US-57	HIGHWAY 57	HWY 72	KELSEY	5	5	5	7	SSTP			\$ 2,642,000	
01140002	US-57	HIGHWAY 57	KELSEY	PETERSON LAKE	2	2	2	5	SSTP			\$ 2,594,000	
01140005	US-57	HIGHWAY 57	COL-ARLING PKW	MPO BOUND EAST	2	2	2	5	SSTP			\$ 2,500,000	
00030012	US-61	HIGHWAY 61	HOLMES	STATE LINE	4	4	4	5	SSTP			\$ 2,000,000	
00030013	US-61	HIGHWAY 61	WEAVER	HOLMES	4	4	5	5	SSTP		\$ 2,013,000		
00030014	US-61	HIGHWAY 61	SHELBY	WEAVER	4	4	5	5	SSTP		\$ 2,460,000		
00030022	US-61	HIGHWAY 61	SOUTH PARKWAY	PERSON	5	5	6	6	SSTP		\$ 1,310,000		
00030023	US-61	HIGHWAY 61	MCLEMORE	SOUTH PARKWAY	4	4	6	6	SSTP		\$ 3,223,000		
01320016	US-64	HIGHWAY 64	SUMMER	APPLING	6	6	6	6	SSTP		\$ 288,750		
01320017	US-64	HIGHWAY 64	APPLING	GERMANTOWN	6	6	6	6	SSTP		\$ 270,305		
01320018	US-64	HIGHWAY 64	GERMANTOWN	PEMBROKE ELLIS	6	6	6	6	SSTP		\$ 137,720		
01320019	US-64	HIGHWAY 64	PEMBROKE ELLIS	I-40	6	6	6	6	SSTP		\$ 98,230		
01320021	US-64	HIGHWAY 64	I-40	BERRYHILL	5	5	7	7	SSTP		\$ 5,389,000		
01320022	US-64	HIGHWAY 64	BERRYHILL	MORNING SUN	4	5	7	7	SSTP		\$ 4,808,000		
01320023	US-64	HIGHWAY 64	MORNING SUN	CANADA	4	5	7	7	SSTP		\$ 750,000		
01320024	US-64	HIGHWAY 64	CANADA	CHAMBERS CHAPEL	5	5	5	7	SSTP			\$ 2,000,000	
01320025	US-64	HIGHWAY 64	CHAMBERS CHAPEL	AIR LINE	5	5	5	7	SSTP			\$ 5,652,000	
01320026	US-64	HIGHWAY 64	HWY 385	AIR LINE	5	5	5	7	SSTP			\$ 7,238,000	
01320027	US-64	HIGHWAY 64	HWY 385	COL ARLINGTON	5	5	5	7	SSTP			\$ 1,955,000	
01120028	US-72	HIGHWAY 72	KIRBY	RIVERDALE	4	4	7	7	SSTP		\$ 1,369,800		
01120029	US-72	HIGHWAY 72/SR-57	RIVERDALE	FARMINGTON	4	4	7	7	SSTP	\$ 800,000			
01120030	US-72	HIGHWAY 72/SR-57	FARMINGTON	GERMANTOWN	4	4	7	7	SSTP	\$ 800,000			
01120031	US-72	HIGHWAY 72/SR-57	GERMANTOWN	HACKS CROSS	4	4	7	7	SSTP	\$ 800,000	\$ 1,866,000		
01120032	US-72	HIGHWAY 72	HACKS CROSS	FOREST HILL	4	4	7	7	SSTP		\$ 3,312,600		
01120033	US-72	HIGHWAY 72	FOREST HILL	POPLAR PIKE	4	4	7	7	SSTP		\$ 1,572,900		
01120034	US-72	HIGHWAY 72	POPLAR PIKE	HOUSTON LEVEE	4	4	7	7	SSTP		\$ 1,469,400		
01120035	US-72	HIGHWAY 72	HOUSTON LEVEE	BRAY STATION	4	4	7	7	SSTP		\$ 9,996,000		
01120036	US-72	HIGHWAY 72	BRAY STATION	BYHALIA	5	5	7	7	SSTP		\$ 4,860,000		
02640002	US-72	HIGHWAY 72	PROGRESS	TN -196	2	4	4	4	SSTP	\$ 3,850,000			
02640001													
02640002	US-72	HIGHWAY 72 Bypass	I-69	TN State Line	0	0	0	4	SSTP			\$ 25,000,000	
02640003	US-72	HIGHWAY 72	SHELBY	PROGRESS	2	4	4	4	SSTP	\$ 3,850,000			
02640004	US-72	HIGHWAY 72	BILL MORRIS PARKWAY	SHELBY DR	2	5	5	5	SSTP	\$ 4,300,000		\$ 284,750	
02640005	US-72	HIGHWAY 72	WINCHESTER	BILL MORRIS PKWY	2	5	5	5	SSTP	\$ 4,300,000			
02640006	US-72	HIGHWAY 72	HWY 57	WINCHESTER	2	5	5	5	SSTP	\$ 4,300,000			
00820026	US-78	HIGHWAY 78	GETWELL	PERKINS EXTD	4	4	6	6	SSTP		\$ 5,652,000		
00820027	US-78	HIGHWAY 78	PERKINS EXTD	SHELBY	4	4	6	6	SSTP	\$ 25,000,000	\$ 8,664,000		
00820028	US-78	HIGHWAY 78	SHELBY	HOLMES	4	4	6	6	SSTP		\$ 6,234,000		
00820029	US-78	HIGHWAY 78	HOLMES	STATE LINE	4	4	6	6	SSTP		\$ 1,000,000		
00820012.1	US-78	LAMAR	CENTRAL	MCLEAN	5	5	5	6	SSTP			\$ 6,000,000	
00820016	US-78	LAMAR	AIRWAYS	BARRON	5	5	5	6	SSTP			\$ 379,600	
00820025	US-78	LAMAR	NEW GETWELL	WINCHESTER	4	4	7	7	SSTP		\$ 1,161,800		
02220011	SR-193	MACON	COL ARLINGTON	HWY 385	2	2	2	5	SSTP			\$ 2,606,884	
02220012	SR-193	MACON	HWY 385	CHULAHOMA	2	2	5	5	SSTP		\$ 3,800,000		
01780002	SR-205	MILLINGTON ARLINGTON	NAVY	AUSTIN PEAY HWY	2	2	5	6	SSTP			\$ 2,271,746	
01780003	SR-205	MILLINGTON ARLINGTON	AUSTIN PEAY	ROSEMARK	2	2	2	6	SSTP			\$ 1,805,058	
01780004	SR-205	MILLINGTON ARLINGTON	ROSEMARK	BRUNSWICK	2	2	2	6	SSTP			\$ 2,507,284	
01780005	SR-205	MILLINGTON ARLINGTON	BRUNSWICK	OSBORNTOWN	2	2	2	6	SSTP			\$ 1,958,286	
01780009	SR-205	MILLINGTON ARLINGTON	OSBORNTOWN	COL ARLINGTON RD	2	2	2	6	SSTP			\$ 2,325,894	
01760001	SR-205	NAVY	SHELBY	HWY 51	0	0	6	6	SSTP		\$ 1,021,143		
01760005	SR-205	NAVY	RAL-MILLINGTON	WEST UNION	4	4	4	5	SSTP			\$ 176,439	
01760006	SR-205	NAVY	WEST UNION	SEVENTH	4	4	4	5	SSTP			\$ 772,398	

STATE OF TENNESSEE

LRTP ID	State/Fed Rt.	Name	From	To	EX	Lane0	Lane1	Lane2	Fund Source	2006	2016	2026	Grand Total
					Lane	6	6	6					
01760009	SR-205	NAVY	ARMOUR	MILLINGTON ARLINGTON	2	2	6	6	SSTP		\$ 2,680,000		
00410013	SR-176	NEW GETWELL	WINCHESTER	RAINES	4	4	4	6	SSTP		\$ 2,800,000		
00410014	SR-176	NEW GETWELL	HWY 78	WINCHESTER	4	4	4	6	SSTP		\$ 1,500,000		
00410015	SR-176	NEW GETWELL	KNIGHT ARNOLD	LAMAR	4	4	4	6	SSTP		\$ 2,200,000		
02520003.1	SR-385	PAUL BARRET	SHAKERAG	I-69	0	0	0	4	SSTP		\$ 1,000,000		
02520003.2	SR-385	PAUL BARRET	I-69	WOODSTOCK CUBA	0	0	0	4	SSTP		\$ 1,000,000		
01120023.1	US-72	POPLAR	YATES	CRESTHAVEN	5	5	7	7	SSTP		\$ 483,200		
01120023.2	US-72	POPLAR	CRESTHAVEN	I-240	4	4	6	6	SSTP		\$ 548,300		
00180020	SR-175	SHELBY	HACKS CROSS	FOREST HILL	4	4	7	7	SSTP		\$ 2,177,938		
00180022	SR-175	SHELBY	FOREST HILL IRENE	REYNOLDS	2	2	7	7	SSTP		\$ 3,951,572		
00180023	SR-175	SHELBY	REYNOLDS	HOUSTON LEVEE	2	2	7	7	SSTP		\$ 1,207,599		
02610001	SR-196	STATE ROAD 196	HICKORY WITH	US - 70	2	2	2	5	SSTP		\$ 2,000,000		
01200026	US-70	SUMMER	MACON	BARTLETT	4	4	7	7	SSTP		\$ 5,314,000		
01200027	US-70	SUMMER	BARTLETT	SYCAMORE VIEW	4	4	7	7	SSTP		\$ 5,188,000		
01200028	US-70	SUMMER	SYCAMORE VIEW	RAL-LAGRANGE	4	4	7	7	SSTP		\$ 4,998,000		
01200029	US-70	SUMMER	ELMORE RD	RAL-LAGRANGE	4	4	7	7	SSTP		\$ 5,378,000		
01200030	US-70	SUMMER	ALTRURIA	ELMORE	5	4	7	7	SSTP		\$ 1,110,000		
01200031	US-70	SUMMER	ELMORE RD	GERMANTOWN	4	4	7	7	SSTP		\$ 5,000,000		
00070011	SR-175	WEAVER	HWY 61	TN State Line	2	2	5	5	SSTP		\$ 6,088,000		
30000006	CMS Project Improvements								SSTP		\$ 16,771,190	\$ 3,969,624	
	SSTP Total									\$ 117,800,000	\$ 320,799,000	\$ 188,584,625	\$ 627,183,625
												Grand Total	\$ 1,515,565,119

*Interchanges related to I-69 or I-269 are included in the total project costs.

*CESA (Congressional Earmark Special Appropriation)

STATE OF MISSISSIPPI PROGRAMMED COSTS

LRTP ID	Rt.	Name	From	To	EX Lane	Lane06	Lane16	Lane26	Fund Source	2006	2016	2026	Grand Total
01330010	I-55	INTERSTATE 55	STATE LINE	GOODMAN	4	4	8	8	NHS	\$ 4,823,934			
01330011	I-55	INTERSTATE 55	NAIL	MS 304	4	4	6	6	NHS	\$ 4,616,848			
02670001	I-55	INTERSTATE 55	NAIL	GOODMAN	4	4	6	6	NHS	\$ 1,686,600	\$ 1,124,400		
60030005	I-55	I-55 INTERCHANGE	at Starlanding						NHS			\$ 6,000,000	
00020007	I-269	HIGHWAY 304	I-55	SWINNEA	0	0	0	4	NHS	\$ 5,660,551	\$ 5,660,551		
00020008	I-269	HIGHWAY 304	SWINNEA	GETWELL	0	0	0	4	NHS	\$ 13,165,877	\$ 13,165,877		
00020009	I-269	HIGHWAY 304	GETWELL	PLEASANT HILL	0	0	0	4	NHS	\$ 14,346,691	\$ 14,346,691		
00020010	I-269	HIGHWAY 304	PLEASANT HILL	CRAFT	0	0	0	4	NHS	\$ 11,842,596	\$ 11,842,596		
00020011	I-269	HIGHWAY 304	CRAFT	HWY 305	0	0	0	4	NHS	\$ 13,718,790	\$ 13,718,790		
00020012	I-269	HIGHWAY 304	HWY 305	HWY 78	0	0	0	4	NHS	\$ 38,752,594	\$ 38,752,594		
00020013	I-269	HIGHWAY 304	HWY 78	OLD LAMAR	0	0	0	4	NHS	\$ 1,466,689	\$ 1,466,689		
00020014	I-269	HIGHWAY 304	OLD LAMAR	BYHALIA	0	0	0	4	NHS	\$ 24,505,658	\$ 24,505,658		
00020015	I-269	HIGHWAY 304	BYHALIA	GOODMAN	0	0	0	4	NHS	\$ 22,223,313	\$ 22,223,313		
00020016	I-269	HIGHWAY 304	GOODMAN	MS stateline	0	0	0	4	NHS	\$ 14,766,321	\$ 14,766,321		
80000003		ITS							NHS	\$ 2,000,000			
NHS Total										\$ 1,686,600	\$ 173,014,262	\$ 166,449,080	\$ 341,149,942

00070001	MS301	MS 301	WILSON MILL	HWY 304	2	2	2	5	MSSTP			\$ 1,481,208	
00070002	MS301	MS 301	WILSON MILL	DEAN	2	2	2	5	MSSTP			\$ 1,194,332	
00070003	MS301	MS 301	DEAN	STAR LANDING	2	2	2	5	MSSTP			\$ 5,083,484	
00070004	MS301	MS 301	AUSTIN	STAR LANDING	2	2	2	5	MSSTP			\$ 1,760,129	
00070005	MS301	MS 301	CHURCH	AUSTIN	2	2	2	5	MSSTP			\$ 1,372,288	
70000002	MS302	Goodman Road Bridge	Bridge over Horn Lake Creek						MSSTP		\$ 750,000		
00100002	MS302	GOODMAN	HWY 61	POPLAR CORNER	5	5	5	7	MSSTP			\$ 1,687,231	
00100003	MS302	GOODMAN	POPLAR CORNER	HWY 301	5	5	5	7	MSSTP			\$ 1,152,368	
00100004	MS302	GOODMAN	MS 301	HORN LAKE	5	5	5	7	MSSTP			\$ 1,869,443	
00100005	MS302	GOODMAN	HORN LAKE	TULANE	5	5	5	7	MSSTP			\$ 901,290	
00100006	MS302	GOODMAN	TULANE	HURT	5	5	5	7	MSSTP			\$ 809,591	
00100007	MS302	GOODMAN	HURT	HWY 51	5	5	5	7	MSSTP			\$ 1,112,635	
00100008	MS302	GOODMAN	HWY 51	I-55	5	5	7	7	MSSTP			\$ 1,137,348	
00100009	MS302	GOODMAN	I-55	AIRWAYS	5	5	7	7	MSSTP			\$ 522,348	
00100010	MS302	GOODMAN	AIRWAYS	ELMORE	5	5	7	7	MSSTP			\$ 497,005	
00100011	MS302	GOODMAN	ELMORE	SWINNEA	5	5	7	7	MSSTP			\$ 612,555	
00100012	MS302	GOODMAN	SWINNEA	TCHULAHOMA	5	5	7	7	MSSTP			\$ 1,107,521	
00100013	MS302	GOODMAN	TCHULAHOMA	GETWELL	5	5	7	7	MSSTP			\$ 1,034,085	
00100014	MS302	GOODMAN	GETWELL	MALONE	5	5	5	7	MSSTP			\$ 1,047,971	
00100015	MS302	GOODMAN	MALONE	PLEASANT HILL	5	5	5	7	MSSTP			\$ 1,051,025	
00100016	MS302	GOODMAN	PLEASANT HILL	DAVIDSON	5	5	5	7	MSSTP			\$ 1,041,755	
00100017	MS302	GOODMAN	DAVIDSON	CRAFT	5	5	5	7	MSSTP			\$ 1,032,411	
00100018	MS302	GOODMAN	CRAFT	HWY 78	5	5	5	7	MSSTP			\$ 806,863	
00100019	MS302	GOODMAN	HWY 78	GERMANTOWN EXTD	3	3	3	5	MSSTP			\$ 1,348,010	
00100022	MS302	GOODMAN	MS 305	OLD LAMAR	3	3	3	5	MSSTP			\$ 321,164	
00100024	MS302	GOODMAN	OLD LAMAR	ALEXANDER	2	2	2	5	MSSTP			\$ 1,112,580	
00100026	MS302	GOODMAN	ALEXANDER	GOODMAN	2	2	2	5	MSSTP			\$ 916,596	
00100029	MS302	GOODMAN	HOUSTON LEVEE	BYHALIA	2	2	2	4	MSSTP			\$ 2,755,460	
00100030	MS302	GOODMAN	BYHALIA	HWY 304	2	2	2	4	MSSTP			\$ 2,280,000	
00100031	MS302	GOODMAN	HWY 304	out east	2	2	2	4	MSSTP			\$ 2,800,000	
00020001	MS304	HIGHWAY 304	HWY 61	MS 304 cutoff	0	0	4	4	MSSTP			\$ 8,326,055	
00810006	MS305	GERMANTOWN EXTD	STATE LINE	GOODMAN	2	5	5	5	MSSTP	\$ 3,516,235			
00810005	MS305	GERMANTOWN RD	GOODMAN	NAIL	2	5	5	5	MSSTP	\$ 1,636,098			
00810001	MS305	HIGHWAY 305	HWY 304	BYHALIA	2	2	5	5	MSSTP		\$ 500,000		
0810001.1	MS305	HIGHWAY 305	BETHEL	HWY304	2	2	5	5	MSSTP		\$ 2,867,399		
0810002.2	MS305	HIGHWAY 305	COLLEGE	BETHEL	2	2	5	5	MSSTP		\$ 3,279,794		
00810003	MS305	HIGHWAY 305	CHURCH	COLLEGE	2	2	5	5	MSSTP			\$ 1,506,781	

STATE OF MISSISSIPPI PROGRAMMED COSTS

LRTP ID	Rt.	Name	From	To	EX Lane	Lane06	Lane16	Lane26	Fund Source	2006	2016	2026	Grand Total
00810004	MS305	HIGHWAY 305	NAIL	CHURCH	2	2	5	5	MSSTP	\$ 1,873,982			
00250007	US-51	HIGHWAY 51	TN state line	STATE LINE RD	5	5	5	7	MSSTP		\$ 2,000,000		
00250001.1	US-51	HIGHWAY 51	HWY 304	BYHALIA	2	2	2	5	MSSTP		\$ 500,000		
0250001.2	US-51	HIGHWAY 51	NESBIT	HWY 304	2	2	2	5	MSSTP		\$ 2,259,000		
00250002	US-51	HIGHWAY 51	STAR LANDING	BETHEL	2	2	2	5	MSSTP		\$ 2,417,953		
00250003	US-51	HIGHWAY 51	CHURCH	STAR LANDING	2	2	2	5	MSSTP		\$ 3,261,111		
MSSTP Total										\$ 5,152,333	\$ 24,014,873	\$ 45,375,898	\$ 74,543,104
00020001	MS304	HIGHWAY 304 CUTOFF	MS 304	US 61	0	0	4	4	CASINO	\$ 3,500,000			
00020002	MS304	HIGHWAY 304	MS 304	MS 301	0	0	4	4	CASINO	\$ 3,729,843			
00020003	MS304	HIGHWAY 304	MS 301	FOGG	0	0	4	4	CASINO	\$ 8,678,344			
00020004	MS304	HIGHWAY 304	FOGG	TULANE	0	0	4	4	CASINO	\$ 4,516,000			
00020005	MS304	HIGHWAY 304	TULANE	HWY 51	0	0	4	4	CASINO	\$ 5,208,061			
00020006	MS304	HIGHWAY 304	HWY 51	I-55	0	0	4	4	CASINO	\$ 976,085			
CASINO Total		TOTAL								\$ 26,608,333	\$ -	\$ -	\$ 26,608,333
													Grand Total \$ 442,301,379

*Interchanges related to I-69 or I-269 are included in the total project costs.

MPO PROGRAMMED COSTS TENNESSEE

LRTP ID	Name	From	To	EX Lane	Lane06	Lane16	Lane26	Fund Source	2006	2016	2026	Grand Total
00890004	APPLING	I-40	DEXTER	4	4	4	6	LSTP			\$ 1,106,200	
01270003	BYHALIA	HOLMES	STATE LINE	2	2	2	7	LSTP		\$ 866,573		
01270004	BYHALIA	SHELBY	HOLMES	2	2	5	7	LSTP			\$ 4,983,279	
01150004	CANADA	I-40	HWY 64	2	4	4	6	LSTP			\$ 1,321,038	
01150005	CANADA	SEED TICK	I-40	2	2	7	7	LSTP		\$ 298,130		
01150006	CANADA	MEMPHIS ARLINGTON	SEED TICK	2	2	7	7	LSTP		\$ 2,600,000	\$ 3,500,000	
01150007	CANADA	HWY 70	MEMPHIS ARLINGTON	2	2	7	7	LSTP			\$ 610,695	
01150008	CANADA	OLD BROWNSVILLE	HWY 70	2	2	7	7	LSTP			\$ 1,929,231	
01150009	CANADA	BRUNSWICK	OLD BROWNSVILLE	0	0	2	5	LSTP		\$ 925,511	\$ 1,388,266	
02180003	DEXTER	APPLING	GERMANTOWN	2	2	7	7	LSTP	\$ 2,540,000	\$ 7,000,000		
01500044.1	FITE	US-51	WOODSTOCK ROAD	2	2	5	5	LSTP	\$ 7,000,000			
01010009	FOREST HILL	DOGWOOD	POPLAR	2	2	4	4	LSTP			\$ 1,344,000	
01010011	FOREST HILL IRENE	WALNUT GROVE	WOLF RIVER	0	0	0	6	LSTP			\$ 10,325,460	
01010012	FOREST HILL IRENE	TRINITY	WALNUT GROVE	0	0	6	6	LSTP	\$ 3,563,500			
01010013	FOREST HILL IRENE	ROCKY POINT	TRINITY	0	0	6	6	LSTP	\$ 4,000,000			
00790022	GERMANTOWN	OLD BROWNSVILLE	HWY 70	2	2	6	6	LSTP		\$ 3,024,560	\$ 1,000,000	
00160007	HOLMES	MILLBRANCH	I-55	5	5	7	7	LSTP	\$ 770,000			
00160008	HOLMES	I-55	AIRWAYS	5	5	7	7	LSTP	\$ 1,400,000			
01090001	HOUSTON LEVEE	HOLMES	STATE LINE	2	2	2	6	LSTP			\$ 2,532,826	
01090007	HOUSTON LEVEE	DOGWOOD	FRANK	2	2	6	6	LSTP		\$ 2,557,575	\$ 1,200,000	
01090008	HOUSTON LEVEE	WOLF RIVER	WOLF RIVER BLVD	2	2	2	7	LSTP			\$ 2,099,681	
01090009	HOUSTON LEVEE	RAL LAGRANGE	WOLF RIVER	2	2	2	7	LSTP			\$ 1,667,747	
01090010	HOUSTON LEVEE	WALNUT GROVE	RAL LAGRANGE	2	2	2	7	LSTP			\$ 1,889,356	
01090011	HOUSTON LEVEE	RAL LAGRANGE	WALNUT GROVE	2	2	2	7	LSTP			\$ 1,771,193	
01090012	HOUSTON LEVEE	MACON	RAL LAGRANGE	2	2	2	7	LSTP			\$ 2,462,384	
01090013	HOUSTON LEVEE	MORNING SUN	MACON	2	2	2	7	LSTP			\$ 4,639,886	
01090014	HOUSTON LEVEE	MORNING SUN	CANADA	2	2	2	7	LSTP			\$ 746,239	
00490012	KIRBY WHITTEN	OLD BROWNSVILLE	EGYPT CENTRAL	0	0	6	6	LSTP	\$ 4,024,000			
00490013	KIRBY WHITTEN	LOOSAHATCHIE PKWY	OLD BROWNSVILLE	0	2	6	6	LSTP		\$ 1,558,200		
00490014	KIRBY WHITTEN	AUSTIN PEAY	LOOSAHATCHIE PKWY	0	0	0	6	LSTP			\$ 6,037,327	
02660002.1	LOWERY	SHELBY	MITCHELL	3	3	5	5	LSTP		\$ 3,435,000		
01460005	OLD BROWNSVILLE	AUSTIN PEAY	BILLY MAHER	2	2	5	5	LSTP		\$ 925,475		
01460006	OLD BROWNSVILLE	BILLY MAHER	KIRBY WHITTEN	2	2	5	5	LSTP		\$ 4,750,000		
01460012	OLD BROWNSVILLE	DONNELL	BRUNSWICK	2	2	2	5	LSTP			\$ 2,225,521	
01460013	OLD BROWNSVILLE	BRUNSWICK	CANADA	2	2	2	5	LSTP			\$ 1,155,590	
02390006	RAL LAGRANGE	SYCAMORE VIEW	Shelby Oaks	2	2	5	5	LSTP	\$ 2,700,000			
00830002	RIVERDALE	NASHOBA	POPLAR	2	2	4	4	LSTP	\$ 2,400,000			
02660005	RIVERPORT	MALLORY	I-55	2	2	5	5	LSTP		\$ 400,000		
02540001	SECOND	WHITNEY	ISLAND	2	2	2	6	LSTP	\$ 2,000,000			\$ 38,150,000
02540002	SECOND	ISLAND	CHELSEA	2	2	6	6	LSTP	\$ 2,000,000	\$ 8,000,000		
02540003	SECOND	CHELSEA	AUCTION	3	3	4	4	LSTP	\$ 2,000,000	\$ 8,000,000		
02540004	SECOND	AUCTION	NORTH PARKWAY	3	3	4	4	LSTP	\$ 2,000,000	\$ 8,000,000		
02540005	SECOND	NORTH PARKWAY	I-40	3	3	4	4	LSTP	\$ 2,000,000	\$ 8,000,000		
00180018												
00180019	SHELBY DR	HARVEST KNOLL	HACKS CROSS	2	7	7	7	LSTP	\$ 1,096,000			
00180026	SHELBY DR	BYHALIA	US-72	2	2	7	7	LSTP		\$ 2,000,000		
00180027.1	SHELBY	HWY 72	PROGRESS	2	2	7	7	LSTP		\$ 711,429		
00180028	SHELBY	PROGRESS	HWY 304	0	0	7	7	LSTP		\$ 1,817,223		
02660001	SHELBY	MITCHELL	SEWANEE	0	0	5	5	LSTP		\$ 8,000,000		
00180029	SHELBY DR	HWY 304	CHULAHOMA	0	0	6	6	LSTP			\$ 6,297,750	
00030025	THIRD	GE PATTERSON	EH CRUMP	5	5	7	7	LSTP		\$ 19,750,000		

MPO PROGRAMMED COSTS TENNESSEE

LRTP ID	Name	From	To	EX Lane	Lane06	Lane16	Lane26	Fund Source	2006	2016	2026	Grand Total
00900009	WALNUT GROVE	I-240	BRIERVIEW	7	7	8	8	LSTP	\$ 8,500,000			
00900010	WALNUT GROVE	BRIERVIEW	HUMPHREYS	7	7	8	8	LSTP	\$ 8,500,000			
00900011	WALNUT GROVE	HUMPHREYS	KIRBY	4	4	8	8	LSTP	\$ 7,000,000			
00900012	WALNUT GROVE	KIRBY	GERMANTOWN	4	4	6	6	LSTP	\$ 6,000,000			
00900013	WALNUT GROVE	GERMANTOWN	FOREST HILL	4	4	6	6	LSTP	\$ 1,050,000	\$ 3,450,000		
00900014	WALNUT GROVE	FOREST HILL	ROCKY POINT	2	2	6	6	LSTP	\$ 1,050,000	\$ 3,450,000		
00900015	WALNUT GROVE	ROCKY POINT	HOUSTON LEVEE	2	2	2	6	LSTP			\$ 2,082,718	
00900016	WALNUT GROVE	HOUSTON LEVEE	CHAMBERS CHAPEL	0	0	0	4	LSTP			\$ 3,490,805	
00900017	WALNUT GROVE	CHAMBERS CHAPEL	BYHALIA	0	0	0	4	LSTP			\$ 1,306,672	
00900018	WALNUT GROVE	BYHALIA	RIED HOOKER	0	0	0	4	LSTP			\$ 410,786	
00900019	WALNUT GROVE	RIED HOOKER	COL ARLINGTON	0	0	0	4	LSTP			\$ 1,845,000	
00900020	WALNUT GROVE	COL ARLINGTON	MONTEREY	0	0	0	4	LSTP			\$ 1,613,100	
00900021	WALNUT GROVE	MONTEREY	east	0	0	0	4	LSTP			\$ 360,000	
00490001	WHITTEN	SYCAMORE VIEW	WALNUT GROVE	2	2	6	6	LSTP	\$ 3,500,000			
00490002.1	WHITTEN	DEXTER	MULLINS STATION	2	2	7	7	LSTP	\$ 8,700,000			
00490002.2	WHITTEN	MULLINS STATION	SYCAMORE VIEW	2	2	6	6	LSTP	\$ 3,500,000			
00340013.1	WINCHESTER	PLough	Airport Entrance	4	4	6	6	LSTP		\$ 3,229,000		
60050001	WINCHESTER INTERCHA	PERKINS						LSTP	\$ 9,500,000			
02280005	WOLF RIVER	KIMBROUGH	FARMINGTON	0	0	6	6	LSTP		\$ 17,700,000		
00460004.1	WOLF RIVER	NEW HOUSTON LEVEE	BRAY STATION	0	2	6	6	LSTP		\$ 1,750,000		
00460004.2	WOLF RIVER	BRAY STATION	BYHALIA	0	2	6	6	LSTP		\$ 1,750,000		
00460004.3	WOLF RIVER	BYHALIA	SHELTON	0	2	6	6	LSTP		\$ 1,750,000		
00480005	WOLF RIVER	COL ARLINGTON RD	HWY 385	0	0	6	6	LSTP		\$ 1,750,000		
00480006								LSTP				
00480007	WOLF RIVER	HWY 385	CHULAHOMA	0	0	6	6	LSTP		\$ 2,025,000		
02230004	WOODSTOCK CUBA	RUST	HIGHWAY 51	0	0	0	5	LSTP			\$ 485,000	
02230005	WOODSTOCK CUBA	HIGHWAY 51	FITE	0	0	0	5	LSTP			\$ 2,555,500	
30000002	TRAVEL MODEL - FREIGHT MODE							LSTP	\$ 500,000			
30000001	MEMPHIS AREA RIDESHARE							LSTP	\$ 750,000	\$ 2,500,000	\$ 2,500,000	
30000006	CMS Project Improvements							LSTP			\$ 18,060,752	
TENNESSEE LSTP Total									\$ 98,043,500	\$ 133,317,676	\$ 133,750,000	\$ 365,111,176
90000001	Shelby County Congestion Management Program	Signalization improvements at various locations in unincorporated Shelby County, Bartlett, Collierville, Germantown and Millington						CMAQ (L)	\$ 3,000,000	\$ 3,000,000		
90000002	Deploy Traffic Signal Systems Year 3	Construction of coordinated signal systems throughout the City of Memphis						CMAQ (L)	\$ 2,500,000			
90000003	Deploy Traffic Signal Systems Year 4	Installation of signal systems along major roadways within the City of Memphis.						CMAQ (L)	\$ 4,000,000	\$ 9,572,800	\$ 9,572,800	
90000004	Medical Center Rail Extension (Operating)	Offset operating costs from 2004-2006 in accord with federal regulations.						CMAQ (L)	\$ 3,150,000			
90000005	Memphis Area Rideshare	Provide rideshare, vanpooling and commuter services throughout the MPO area.						CMAQ (L)	\$ 2,700,000			
90000006	Transit Centers	Planning, land acquisition, design and construction of transit centers in various suburban locations						CMAQ (L)	\$ 875,000	\$ 2,528,750		
90000007	Interstate 40 and Covington Pike Intersection	Redesign turning lane configuration						CMAQ (L)	\$ 3,060,000			
90000008	Inspection Station	Construct new vehicle inspection station in the southeast area of the City of Memphis.						CMAQ (L)	\$ 4,550,000			
90000013	Farmington and Germantown Intersection Improvements	Engineering for traffic signal upgrade and construction of additional turning lanes.						CMAQ (L)	\$ 60,000	\$ 400,000		

MPO PROGRAMMED COSTS TENNESSEE

LRTP ID	Name	From	To	EX Lane	Lane06	Lane16	Lane26	Fund Source	2006	2016	2026	Grand Total
90000010	Kimbrough and Dogwood Intersections	Traffic signal upgrade and add turning lanes at the intersection.						CMAQ (L)	\$ 275,000			
90000011	Bartlett Signal Improvements	Sycamore View Rd/Yale Rd and Memphis Arlington Rd/Bartlett Blvd						CMAQ (L)	\$ 1,000,000			
90000012	Communication Trunk Lines	Central connection line for signalized intersections in Shelby County						CMAQ (L)	\$ 5,500,000	\$ 10,498,450	\$ 15,798,800	
90000014	Traffic Signal Improvements Isolated Locations							CMAQ (L)				
30000001	Memphis AreaRideshare	Provide rideshare, vanpooling and commuter services.						CMAQ (L)		\$ 10,000,000	\$ 10,000,000	
CMAQ (L) Total								\$ 30,670,000	\$ 36,000,000	\$ 35,371,600	\$ 102,041,600	

*CMAQ Hold Over Projects included in Conformity Analysis list.

50000001	Arlington Depot Square	Mott St	Chester St					ENHANCE	\$178,310			
50000002	Riverfront Bicycle/ Pedestrian System, Phase 2- C&D	Ashburn-Coppock	Chickasaw Heritage Park					ENHANCE	\$200,000			
50000003	Riverfront Bicycle/ Pedestrian System, Phase 2-A	Auction Ave bridge	Welcome Center along Wolf River Harbor					ENHANCE	\$395,850			
50000004	Memphis Bicycle Network Phase 1	5 bike loops including areas of downtown Memphis, Frayser, Raleigh and East Memphis.						ENHANCE	\$151,786			
50000005	University of Memphis/ Central Avenue	Patterson	Zack Culin					ENHANCE	\$969,206			
50000006	Memphis Parkway System Phase 2	Beginning at N. Parkway and Dunlap, following N. Parkway, E. Parkway and S. Parkway to King-Riverside Park						ENHANCE	\$500,000			
50000007	Florida Street Landscaping	McKellar	Mallory					ENHANCE	\$242,500			
50000008	Downtown Bike Racks	various locations-City of Memphis						ENHANCE	\$62,640			
50000009	Project #977 Cobblestone Walkway and Restoration	Tom Lee Park	Jefferson Davis Park					ENHANCE	\$2,812,500			
50000010	Project #1743 Cobbleston Ramp and Restoration	Tom Lee Park	Jefferson Davis Park					ENHANCE	\$875,000			
50000011	Old Germantown Streetscape	Northfolk-Southern Railroad track on north	Poplar Pike to the south					ENHANCE	\$114,790			
50000012	Shelby County- Shelby Farms Trail System	south side of Summer Ave west entrance	Shelby Farms hiking trails					ENHANCE	\$206,817			

MPO PROGRAMMED COSTS TENNESSEE

LRTP ID	Name	From	To	EX Lane	Lane06	Lane16	Lane26	Fund Source	2006	2016	2026	Grand Total	
50000013	Nonconnah Creek Greenbelt	east side of Hacks Cross Rd	on both sides of Nonconnah Creek					ENHANCE	\$879,624				
50000014	Nonconnah Greenbelt Phase I	west of Forest Hill Rd	in between Nonconnah Creek to the north and Nonconnah Pkwy to the south					ENHANCE	\$1,766,600				
50000015	Shelby Farms Trails and Lucius Birch Greenway	Germantown Pkwy	Wolf River					ENHANCE	\$418,302				
50000016	Bartlett Citywide Bike Trail	Germantown Pkwy parallel to Fletcher Creek to the future extension of Yale Rd	Bartlett's waste water treatment plant along Old Brownsburg Rd					ENHANCE					
50000017	Shelby Farms Biking and Hiking Phase II	of Mullins Station Rd and Raleigh Lagrange Rd to Gate 13	south under Walnut Grove Rd. and back to Patriot Lake via another underpass under Walnut Grove Rd					ENHANCE					
50000018	Arena Area Corridor Enhancements	between Main and Danny Thomas, Union and Peabody	various streets near Arena at Linden and Third St					ENHANCE					
50000019	Airways/Lamar Gateway	southeast corner of Airways Blvd	Lamar Ave					ENHANCE					
50000020	S.R. 385/Kirby Pkwy Landscape Enhancement	S.R. 385	Bill Morris Pkwy and Kirby Pkwy Interchange					ENHANCE					
50000021	Park Ave Landscaping & Improvements	Lamar Ave	Second St					ENHANCE					
50000016	Bartlett Citywide Bike Trail	parallel to Fletcher Creek to the future extension of Yale Rd	Bartlett's waste water treatment plant along Old Brownsburg Rd					ENHANCE		\$470,375			
50000017	Shelby Farms Biking and Hiking Phase II	Shelby Farms on the south side of Mullins Station Rd and Raleigh Lagrange Rd to Gate 13	south under Walnut Grove Rd. and back to Patriot Lake via another underpass under Walnut Grove Rd					ENHANCE		\$501,590			
50000018	Arena Area Corridor Enhancements	between Main and Danny Thomas, Union and Peabody	various streets near Arena at Linden and Third St					ENHANCE		\$1,463,440			
50000019	Airways/Lamar Gateway	southeast corner of Airways Blvd	Lamar Ave					ENHANCE		\$260,000			
50000020	S.R. 385/Kirby Pkwy Landscape Enhancement	S.R. 385	Bill Morris Pkwy and Kirby Pkwy Interchange					ENHANCE		\$395,126			
50000021	Park Ave Landscaping & Improvements	Lamar Ave	Second St					ENHANCE		\$389,900			
				Enhancement Total				\$ 9,773,925	\$ 3,480,431	\$ -	\$ 13,254,356		
				Grand Total									\$ 480,407,132

MPO PROGRAMMED COSTS MISSISSIPPI

LRTP ID	Name	From	To	EX Lane	Lane06	Lane16	Lane26	Fund Source	2006	2016	2026	Grand Total
00410006	GETWELL	CHURCH	NAIL	2	5	7	7	LSTP		\$ 1,346,924		
00410007	GETWELL	NAIL	GOODMAN	2	5	7	7	LSTP		\$ 1,024,140		
00410008	GETWELL	GOODMAN	DESOTO	2	5	7	7	LSTP	\$ 433,333	\$ 1,179,497		
00410009	GETWELL	DESOTO	STATE LINE	2	5	7	7	LSTP	\$ 433,333	\$ 900,194		
00410010.2	GETWELL	STATE LINE	TN State Line	4	4	7	7	LSTP	\$ 433,333	\$ 1,438,678		
00060013	CHURCH	ELMORE	SWINNEA	2	2	5	5	LSTP		\$ 561,036		
00060014	CHURCH	SWINNEA	TCHULAHOMA	2	2	5	5	LSTP		\$ 1,883,493		
00060015	CHURCH	TCHULAHOMA	NEW GETWELL	2	2	5	5	LSTP		\$ 1,627,395		
00770007	CRAFT	HWY 78	GOODMAN	2	2	5	5	LSTP	\$ 1,100,000			
00770008	CRAFT	OLD HWY 78	HWY 78	2	2	5	5	LSTP		\$ 1,007,162		
00770009	CRAFT	STATE LINE	OLD HWY 78	0	0	5	5	LSTP		\$ 2,589,382		
00080013	NAIL	SWINNEA	TCHULAHOMA	0	0	2	5	LSTP			\$ 1,589,266	
00080014	NAIL	TCHULAHOMA	GETWELL	0	0	2	5	LSTP			\$ 1,532,519	
00130001	TULANE	DEAN	HWY 304	2	2	2	5	LSTP			\$ 1,530,000	
00130003	TULANE	NESBIT	DEAN	2	2	2	5	LSTP			\$ 900,000	
00130004	TULANE	STAR LANDING	NESBIT	2	2	2	5	LSTP			\$ 1,635,000	
00130005	TULANE	CHURCH	STAR LANDING	2	2	2	5	LSTP			\$ 3,000,000	
00130006	TULANE	NAIL	CHURCH	2	2	2	5	LSTP			\$ 1,740,000	
30000004	Traffic Signal	US 51	Horn Lake Fire Stn.					LSTP	\$ 38,000			
30000003	Traffic Model							LSTP	\$ 150,000			
Mississippi LSTP Total									\$ 2,588,000	\$ 13,557,901	\$ 11,926,785	\$ 28,072,686
									Grand Total			\$ 28,072,686

SHELBY COUNTY LOCALLY PROGRAMMED COSTS

LRTP ID	Name	From	To	EX Lane	Lane06	Lane16	Lane26	Fund Source	2006	2016	2026	Grand Total
									2006	2016	2026	
01870022	AIRWAYS	SOUTH PARKWAY	PARK	4	4	4	6	LOCAL		\$ 4,000,000		
00470005	ALTURIA	OLD BROWNSVILLE	EGYPT CENTRAL	2	2	5	5	LOCAL		\$ 2,750,000		
00890001	APPLING	RAL-LAGRANGE	MULLINS STATION	0	0	6	6	LOCAL		\$ 840,000		
00890002	APPLING	CORDOVA	RAL LAGRANGE	2	4	7	7	LOCAL		\$ 4,405,899		
00890003	APPLING	DEXTER	CORDOVA	4	4	7	7	LOCAL		\$ 1,017,721		
00890009	APPLING	HWY 70	BROTHER BLVD	2	5	5	5	LOCAL	\$ 2,400,000			
00890010	APPLING	MEMPHIS ARLINGTON	HWY 70	2	2	5	5	LOCAL		\$ 1,200,000		
00890011	APPLING	EGYPT CENTRAL	MEMPHIS ARLINGTON	0	0	5	5	LOCAL		\$ 1,250,000		
00890012	APPLING	OLD BROWNSVILLE	EGYPT CENTRAL	0	0	5	5	LOCAL		\$ 4,250,000		
01950003	ARMOUR	MIL ARLINGTON	NAVY	2	2	2	5	LOCAL		\$ 879,697		
01950004	ARMOUR	KERRVILLE ROSEMARK	MIL ARLINGTON	2	2	2	5	LOCAL		\$ 2,620,184		
01950005	ARMOUR	MUDVILLE	KERRVILLE ROSEMARK	2	2	2	5	LOCAL		\$ 1,015,960		
00620001	BARRON	LAMAR	PENDELTON	2	2	2	5	LOCAL		\$ 1,075,200		
02550001	BARTLETT	PLEASANT VIEW	SUMMER	2	2	2	4	LOCAL		\$ 4,800,000		
02550002	BARTLETT	RAL LAGRANGE	PLEASANT VIEW	2	2	2	4	LOCAL		\$ 1,890,000		
02550003	BARTLETT	ELMORE RD	RAL LAGRANGE	0	0	0	5	LOCAL		\$ 1,187,263		
02550004	BARTLETT	STAGE	ELMORE	0	0	0	5	LOCAL		\$ 2,558,218		
00250018.2	BELLEVUE	LAMAR	MCLEMORE	4	4	4	5	LOCAL		\$ 11,807,660		
02520006	BENJESTOWN	BENJESTOWN	I-69	0	0	0	5	LOCAL		\$ 14,900,000		
02520006	BENJESTOWN	ROBERTSON	I-69	0	0	0	5	LOCAL		\$ 20,000,000		
01010015	BERRYHILL	DEXTER	MACON	2	2	6	6	LOCAL	\$ 2,802,488			
00490015	BETHUEL	PLEASANT RIDGE	AUSTIN PEAY	0	0	0	6	LOCAL		\$ 4,508,214		
00490016	BETHUEL	PAUL BARRETT	PLEASANT RIDGE	0	0	0	6	LOCAL		\$ 1,905,837		
00490017	BETHUEL	NAVY	PAUL BARRETT PKWY	0	0	0	6	LOCAL		\$ 5,983,145		
00490018	BETHUEL	CENTER COLLEGE	NAVY	2	2	2	6	LOCAL		\$ 1,756,264		
00490019	BETHUEL	MUDVILLE	CENTER COLLEGE	2	2	2	6	LOCAL		\$ 4,157,609		
00490020	BETHUEL	MUDVILLE	north	0	0	0	6	LOCAL		\$ 5,247,400		
02360002	BEVERLY RIVERA	CANADA	SEED TICK	2	5	5	5	LOCAL	\$ 1,392,752			
00450011	BILLY MAHER	ST ELMO	MEMPHIS ARLINGTON	2	2	4	4	LOCAL		\$ 3,000,000		
00450012	BILLY MAHER	EGYPT CENTRAL	ST ELMO	2	2	4	4	LOCAL		\$ 743,337		
00450013	BILLY MAHER	OLD BROWNSVILLE	EGYPT CENTRAL	2	2	4	4	LOCAL		\$ 1,231,050		
00450014	BILLY MAHER	AUSTIN PEAY	OLD BROWNSVILLE	0	0	4	4	LOCAL		\$ 1,457,878		
01460001	BOLEN HUSE	NEW ALLEN	OLD BROWNSVILLE	2	2	5	5	LOCAL		\$ 1,997,635		
01460003	BOLEN HUSE	OLD BROWNSVILLE	SINGLETON	2	2	5	5	LOCAL		\$ 1,839,324		
01460004	BOLEN HUSE	SINGLETON	AUSTIN PEAY	2	2	5	5	LOCAL		\$ 1,609,852		
01230001	BRAY STATION	FRANK	HWY 72	2	2	5	5	LOCAL		\$ 3,372,992		
01230002	BRAY STATION	SHELTON	FRANK	2	2	5	5	LOCAL		\$ 1,528,715		
01230003	BRAY STATION	WOLF RIVER	SHELTON	0	0	5	5	LOCAL		\$ 1,464,903		
00380003	BROOKS	HWY 61	TULANE	5	5	7	7	LOCAL		\$ 946,560		
00380004	BROOKS	TULANE	GRAVES	5	5	7	7	LOCAL		\$ 417,620		
00380005	BROOKS	GRAVES	LAKEVIEW	5	5	7	7	LOCAL		\$ 393,120		
00380006	BROOKS	LAKEVIEW	ELVIS PRESLEY	5	5	7	7	LOCAL		\$ 922,360		
00380007	BROOKS	ELVIS PRESLEY	I-55	5	5	7	7	LOCAL		\$ 422,940		
00380008	BROOKS	I-55	MILLBRANCH	5	5	5	7	LOCAL		\$ 1,020,160		
00380009	BROOKS	MILLBRANCH	AIRWAYS	5	5	5	7	LOCAL		\$ 1,284,440		
00950002	BRUNSWICK	MEMPHIS ARLINGTON	BRUNSWICK	2	2	2	5	LOCAL		\$ 1,745,431		
00950004	BRUNSWICK	HWY 70	MEMPHIS ARLINGTON	2	2	2	5	LOCAL		\$ 491,795		
00950005	BRUNSWICK	OLD BROWNSVILLE	HWY 70	2	2	2	5	LOCAL		\$ 2,086,726		
00950006	BRUNSWICK	CANADA	OLD BROWNSVILLE	2	2	2	5	LOCAL		\$ 1,638,987		
01270005	BYHALIA	BILL MORRIS PKWY	SHELBY	2	2	7	7	LOCAL		\$ 3,292,862		
00950007	CANADA	JACK BOND	CANADA	2	2	2	5	LOCAL		\$ 2,116,865		
00950008	CANADA	PLEASANT RIDGE	JACK BOND	2	2	2	5	LOCAL		\$ 707,578		
00950009	CANADA	PAUL BARRETT	PLEASANT RIDGE	2	2	2	5	LOCAL		\$ 937,308		
01210002	CHAMBERS CHAPEL	DEXTER	MACON	0	0	0	6	LOCAL		\$ 6,736,652		
01210003	CHAMBERS CHAPEL	HWY 64	DEXTER	0	0	0	6	LOCAL		\$ 6,608,383		
01210004	CHAMBERS CHAPEL	SUMAC	HWY 64	2	2	6	6	LOCAL		\$ 3,296,400		
01210005	CHAMBERS CHAPEL	DONNELSON	SUMAC	2	2	6	6	LOCAL		\$ 1,381,410		
01210006	CHAMBERS CHAPEL	I-40	DONNELSON	2	2	4	6	LOCAL		\$ 486,804	\$ 486,804	

SHELBY COUNTY LOCALLY PROGRAMMED COSTS

LRTP ID	Name	From	To	EX Lane	Lane06	Lane16	Lane26	Fund Source	2006	2016	2026	Grand Total
									2006	2016	2026	
01210007	CHAMBERS CHAPEL	HWY 70	I-40	2	2	2	6	LOCAL		\$ 4,594,480		
02700003.1	CHAPEL HILL RD	WALKER	COL ARLINGTON	0	0	5	5	LOCAL		\$ 2,227,000		
02700003.2	CHAPEL HILL RD	WALKER	COL ARLINGTON	0	0	5	5	LOCAL		\$ 1,125,000		
02700004	CHAPEL HILL RD	HWY 70	WALKER	2	2	5	5	LOCAL		\$ 1,014,000		
01880002	CHARLES BARTLT	DODSON	QUITO	2	2	2	6	LOCAL			\$ 1,646,994	
01880003	CHARLES BARTLT	QUITO	QUITO	2	2	2	6	LOCAL			\$ 755,433	
01880004	CHARLES BARTLT	QUITO	WILKINSVILLE	2	2	2	6	LOCAL			\$ 5,844,000	
01880005	CHARLES BARTLT	WILKINSVILLE	EVANDER	2	2	2	6	LOCAL			\$ 3,884,161	
01880006	CHARLES BARTLT	EVANDER	BETHUEL	2	2	2	6	LOCAL			\$ 3,180,000	
01260001	CHELSEA	SECOND	THIRD	2	2	2	4	LOCAL			\$ 185,800	
01260002	CHELSEA	THIRD	THOMAS	2	2	2	4	LOCAL			\$ 604,800	
01260013												
01260014	CHELSEA	JACKSON	WELLS STATION	2	2	2	5	LOCAL			\$ 3,000,000	
02220003	CORDOVA	GERMANTOWN	DEXTER LANE	2	2	7	7	LOCAL		\$ 1,137,907		
02220004	CORDOVA	DEXTER LANE	MACON	2	2	7	7	LOCAL		\$ 2,885,094		
00770010	CRUMPLER	TN State Line	HOLMES	2	2	5	5	LOCAL		\$ 2,179,500		
00770011	CRUMPLER	HOLMES	SHELBY	2	2	5	5	LOCAL		\$ 2,179,500		
00500001.3	DEMOCRAT	MILLBRANCH	PLOUGH	0	0	0	7	LOCAL			\$ 3,957,770	
02180001	DEXTER	SYCAMORE VIEW	WHITTEN	4	5	7	7	LOCAL		\$ 1,701,000		
02180002	DEXTER	WHITTEN	APPLING	2	2	7	7	LOCAL		\$ 4,812,968		
02180004.1	DEXTER	GERMANTOWN	BERRYHILL	4	4	6	6	LOCAL		\$ 1,845,170		
02180005	DEXTER	BERRYHILL	HOUSTON LEVEE	0	0	5	5	LOCAL		\$ 3,900,000		
02180006	DEXTER	HOUSTON LEVEE	PISGAH	0	0	0	5	LOCAL			\$ 749,484	
02180007	DEXTER	PISGAH	CHAMBERS CHAPEL	0	0	0	5	LOCAL			\$ 4,448,200	
02180008	DEXTER	CHAMBERS CHAPEL	AIR LINE	0	0	0	5	LOCAL			\$ 2,114,958	
02180009	DEXTER	AIRLINE	COL ARLINGTON	0	0	0	5	LOCAL			\$ 2,006,066	
02180010	DEXTER	COL ARLINGTON	HWY 385	2	2	2	5	LOCAL			\$ 892,174	
00790023	DONNELL	LOOSAHATCHIE PKWY	OLD BROWNSVILLE	0	0	0	6	LOCAL			\$ 2,299,200	
00790024	DONNELL	JACK BOND	LOOSAHATCHIE PKWY	0	0	0	6	LOCAL			\$ 8,485,938	
00790025	DONNELL	PLEASANT RIDGE	JACK BOND	0	0	0	6	LOCAL			\$ 1,018,976	
00790026	DONNELL	PLEASANT RIDGE	PLEASANT RIDGE	0	0	0	6	LOCAL			\$ 806,971	
00790027	DONNELL	PAUL BARRETT	PLEASANT RIDGE	2	2	2	6	LOCAL			\$ 485,690	
00790028	DONNELL	MILLINGTON-ARLINGTON	PAUL BARRETT	2	2	2	6	LOCAL			\$ 5,095,454	
02420001	DONNELSON	CHAMBERS CHAPEL	COL ARLINGTON PKWY	0	0	5	5	LOCAL		\$ 4,619,000		
02420002	DONNELSON	COL-ARL PKWY	COL ARLINGTON RD	0	0	5	5	LOCAL		\$ 2,230,000		
02460001	DONNELSON	COL ARLINGTON RD.	HICKORY WITHE	2	2	5	5	LOCAL			\$ 4,211,000	
01400002	EGYPT CENTRAL	RAL-MILLINGTON	SINGLETON	0	0	5	5	LOCAL			\$ 3,850,000	
01400003	EGYPT CENTRAL	SINGLETON PKWY	AUSTIN PEAY	2	2	5	5	LOCAL			\$ 797,306	
01400004	EGYPT CENTRAL	AUSTIN PEAY	OLD BROWNSVILLE	2	2	5	5	LOCAL			\$ 740,482	
01400005	EGYPT CENTRAL	OLD BROWNSVILLE	OLD BROWNSVILLE	2	2	5	5	LOCAL			\$ 134,055	
01400006	EGYPT CENTRAL	OLD BROWNSVILLE	BILLY MAHER	0	0	5	5	LOCAL			\$ 2,081,979	
01400007	EGYPT CENTRAL	BILLY MAHER	FISKE	2	2	5	5	LOCAL			\$ 500,000	
01400011.1	EGYPT CENTRAL	MEMPHIS ARLINGTON	APPLING	0	0	0	5	LOCAL			\$ 2,200,000	
00660003	FARINDON	QUINCE	KIRBY	0	0	5	5	LOCAL			\$ 925,000	
01500003.1	FITE	RUST	HWY 51	2	2	2	5	LOCAL			\$ 674,491	
01250001	FLEMING	HOLMES	STATE LINE	2	2	2	5	LOCAL			\$ 1,232,040	
01250002	FLEMING	SHELBY	HOLMES	2	2	5	5	LOCAL				
01250003	FLEMING	BILL MORRIS PKWY	SHELBY	0	0	5	5	LOCAL			\$ 2,579,123	
01250004	FLEMING	WINCHESTER	BILL MORRIS PKWY	0	0	5	5	LOCAL			\$ 2,415,363	
01430015	FLORIDA	MCLEMORE	SOUTH PARKWAY	4	4	4	5	LOCAL			\$ 539,240	
01430016	FLORIDA	EH CRUMP	MCLEMORE	4	4	4	5	LOCAL			\$ 510,000	
01430017	FLORIDA	CALHOUN	EH CRUMP	2	2	5	5	LOCAL			\$ 1,600,000	
01010007	FOREST HILL	POPLAR PIKE	WINCHESTER	2	2	4	4	LOCAL			\$ 1,115,200	
01010008	FOREST HILL	POPLAR	POPLAR PIKE	3	3	5	5	LOCAL			\$ 385,400	
01010003.1	FOREST H IRENE	HOLMES	STATE LINE	2	2	2	5	LOCAL			\$ 1,265,464	
01010004	FOREST H IRENE	SHELBY	HOLMES	2	2	2	5	LOCAL			\$ 1,590,704	
01010014	FOREST HILL IRENE	MACON	ROCKY POINT	0	0	6	6	LOCAL			\$ 2,472,623	
01010017	FOREST HILL IRENE	HWY 64	BERRYHILL	2	2	6	6	LOCAL			\$ 787,536	

SHELBY COUNTY LOCALLY PROGRAMMED COSTS

LRTP ID	Name	From	To	EX Lane	Lane06	Lane16	Lane26	Fund Source	2006	2016	2026	Grand Total
									2006	2016	2026	
01160001	FRANK	NEW HOUSTON LEVEE	BRAY STATION	2	2	2	5	LOCAL		\$ 3,064,308		
01340001.1	FRAYSER	LOOSAHATCHIE PKWY	THOMAS	0	0	0	5	LOCAL		\$ 1,980,480		
01340001.2	FRAYSER	I-69	THOMAS	2	2	2	5	LOCAL		\$ 1,891,350		
00560003	FRISCO	AIRWAYS	PENDELTON	2	2	2	5	LOCAL		\$ 3,577,800		
00800001	G E PATTERSON	FRONT	MAIN	4	4	4	5	LOCAL		\$ 152,500		
00800002	G E PATTERSON	MAIN	SECOND	4	4	4	5	LOCAL		\$ 176,000		
00800003	G E PATTERSON	SECOND	THIRD	4	4	4	5	LOCAL		\$ 158,100		
00800004	G E PATTERSON	THIRD	DANNY THOMAS	4	4	4	5	LOCAL		\$ 294,200		
00790002	GERMANTOWN	BILL MORRIS PKWY	WINCHESTER	2	2	7	7	LOCAL	\$ 7,000,000			
00790003	GERMANTOWN	BILL MORRIS PKWY	KNIGHT ARNOLD	2	2	7	7	LOCAL	\$ 1,300,000			
00790004.1	GERMANTOWN	KNIGHT ARNOLD	CRESTRIDGE	2	2	7	7	LOCAL	\$ 1,300,000			
00430001	GOODLETT	PARK	GETWELL	0	0	0	5	LOCAL		\$ 3,000,000		
00990006	HACKS CROSS	HOLMES	STATE LINE	2	2	7	7	LOCAL	\$ 2,072,548			
00990007	HACKS CROSS	SHELBY	HOLMES	2	2	7	7	LOCAL	\$ 2,648,857			
00990012	HACKS CROSS	POPLAR	POPLAR PIKE	0	0	0	5	LOCAL		\$ 1,826,000		
01830004	HOLLYWOOD	SAM COOPER	POPLAR	2	2	2	5	LOCAL		\$ 2,009,020		
01830005	HOLLYWOOD	SUMMER	SAM COOPER	2	2	2	5	LOCAL		\$ 484,130		
01830006	HOLLYWOOD	JACKSON	SUMMER	2	2	2	5	LOCAL		\$ 1,194,960		
00160001	HOLMES	HWY 61	WEAVER	2	2	5	5	LOCAL	\$ 2,200,000			
00160002	HOLMES	WEAVER	HORN LAKE	2	2	5	5	LOCAL	\$ 6,065,000			
00160003	HOLMES	HORN LAKE	NEELY	2	2	5	5	LOCAL	\$ 2,470,000			
00160004	HOLMES	NEELY	CRAIGWOOD	2	2	5	5	LOCAL	\$ 6,000,000			
00160009	HOLMES	AIRWAYS	SWINNEA	2	2	7	7	LOCAL	\$ 2,649,643			
00160010	HOLMES	SWINNEA	TCHULAHOMA	2	2	7	7	LOCAL	\$ 2,638,755			
00160011	HOLMES	TCHULAHOMA	GETWELL	4	4	7	7	LOCAL	\$ 1,910,000			
00160012	HOLMES	GETWELL	MALONE	2	2	7	7	LOCAL	\$ 8,472,530			
00160013	HOLMES	MALONE	PLEASANT HILL	2	2	7	7	LOCAL	\$ 3,509,834			
00160014	HOLMES	PLEASANT HILL	HWY 78	2	2	7	7	LOCAL	\$ 3,500,000			
00160017	HOLMES	CRUMPLER	RIVERDALE	2	2	7	7	LOCAL	\$ 2,633,550			
00160018	HOLMES	RIVERDALE	HACKS CROSS	2	2	7	7	LOCAL	\$ 5,307,528			
00160019	HOLMES	HACKS CROSS	FOREST HILL IRENE	2	2	7	7	LOCAL	\$ 5,383,824			
00160021	HOLMES	FOREST HILL IRENE	BAILEY STATION	2	2	7	7	LOCAL	\$ 4,541,475			
00160022	HOLMES	BAILEY STATION	FLEMING	2	2	7	7	LOCAL	\$ 3,391,492			
00160023	HOLMES	FLEMING	BYHALIA	2	2	7	7	LOCAL	\$ 2,637,107			
00160024	HOLMES	BYHALIA	HWY 304	0	0	7	7	LOCAL	\$ 9,450,000			
01430006	HORN LAKE	HOLMES	TN State Line	2	2	2	5	LOCAL		\$ 1,751,000		
02700002	HORTON	AIRLINE	COLLIERVILLE ARL. RD	2	2	5	5	LOCAL	\$ 3,000,000			
02700001	HORTON	AIR LINE	PAUL BARRET PKWY	0	0	5	5	LOCAL	\$ 2,771,000			
01090002	HOUSTON LEVEE	SHELBY DR	HOLMES	0	0	7	7	LOCAL	\$ 3,630,750			
01090004.2	HOUSTON LEVEE	WINCHESTER	BILL MORRIS PKWY	0	7	7	7	LOCAL	\$ 6,451,071			
02050001	HUNGERFORD	PERKINS EXTD	OUTLAND	2	2	2	5	LOCAL		\$ 1,754,300		
00360001	KEOUGH	PROGRESS	HWY 385	2	2	5	5	LOCAL	\$ 751,944			
00990013	KIMBROUGH	POPLAR	DOGWOOD	2	4	4	5	LOCAL	\$ 74,600	\$ 37,300		
00770026.1	KIRBY	HUMPHREYS	Corsica	5	5	7	7	LOCAL	\$ 795,000			
00520008.1	KNIGHT ARNOLD	QUINCE	RIVERDALE	0	0	7	7	LOCAL	\$ 3,647,100			
00520008.2	KNIGHT ARNOLD	KIRBY	QUINCE	0	0	7	7	LOCAL	\$ 5,000,000			
00520009	KNIGHT ARNOLD	RIVERDALE	GERMANTOWN	0	0	7	7	LOCAL	\$ 3,000,000			
00520010.2	KNIGHT ARNOLD	GERMANTOWN	E/o Germantown	0	0	7	7	LOCAL	\$ 2,310,000			
02740002	LOOSAHATICHE PKWY	SINGLETON	AUSTIN PEAY	0	0	0	4	LOCAL		\$ 3,832,127		
02740003	LOOSAHATICHE PKWY	AUSTIN PEAY	KIRBY WHITTEN	0	0	0	4	LOCAL		\$ 2,390,065		
02740004	LOOSAHATICHE PKWY	KIRBY WHITTEN	GERMANTOWN	0	0	0	4	LOCAL		\$ 5,148,597		
02220005	MACON	MACON	BERRYHILL	2	2	7	7	LOCAL	\$ 580,055			
02220006	MACON	BERRYHILL	HOUSTON LEVEE	2	2	2	5	LOCAL		\$ 2,741,087		
02220008	MACON	CANADA	CHAMBERS CHAPEL	2	2	2	5	LOCAL		\$ 1,281,075		
02220009	MACON	CHAMBERS CHAPEL	RIED HOOKER	2	2	2	5	LOCAL		\$ 1,468,457		
02220010	MACON	RIED HOOKER	COL ARLINGTON	2	2	2	5	LOCAL		\$ 1,490,734		
00400003	MALLORY	FLORIDA	THIRD	2	2	2	5	LOCAL		\$ 715,780		
02010007	MALONE	SHELBY DR	HOLMES	2	2	5	5	LOCAL	\$ 3,885,000			

SHELBY COUNTY LOCALLY PROGRAMMED COSTS

LRTP ID	Name	From	To	EX Lane	Lane06	Lane16	Lane26	Fund Source	2006	2016	2026	Grand Total
									2006	2016	2026	
02010006	MALONE	HOLMES	TN State Line	2	2	5	5	LOCAL	\$ 3,000,000			
02110001	MCLEAN	OVERTON CROSSING	JAMES	0	0	5	5	LOCAL	\$ 2,000,000			
00740008	MC LEMORE	BELLEVUE	SOUTHERN	3	3	3	5	LOCAL		\$ 882,300		
02680001	MEMPHIS ARL	YALE	BILLY MAHER	2	4	4	4	LOCAL	\$ 400,000			
00640002	MESSICK	KIRBY ROAD	KIRBY PKWY	2	2	2	5	LOCAL		\$ 615,130		
00640003.1	MESSICK	KIRBY PKWY	RIVERDALE	2	2	2	5	LOCAL		\$ 1,175,200		
00340002.1	MITCHELL	SEWANEE	LOWERY	2	2	2	5	LOCAL		\$ 6,878,000		
00340002.2	MITCHELL	SEWANEE	WEAVER	2	2	2	5	LOCAL		\$ 3,578,000		
00340011	MITCHELL	WEAVER	HORN LAKE	3	3	3	5	LOCAL		\$ 4,700,000		
01900003	MUDVILLE	BETHUEL	CENTER COLLEGE	2	2	2	6	LOCAL		\$ 1,774,662		
01900004	MUDVILLE	CENTER COLLEGE	ARMOUR	2	2	2	6	LOCAL		\$ 1,146,244		
01900005	MUDVILLE	ARMOUR	ROSEMARK	2	2	2	6	LOCAL		\$ 6,102,833		
01900006	MUDVILLE	ROSEMARK	AUSTIN PEAY	2	2	2	6	LOCAL		\$ 1,759,594		
01900007	MUDVILLE	AUSTIN PEAY	BRUNSWICK	2	2	2	6	LOCAL		\$ 2,019,010		
02160001	MULLINS STATION	SYCAMORE VIEW	WHITTEN	2	2	7	7	LOCAL	\$ 5,129,000			
02160002	MULLINS STATION	WHITTEN	APPLING	2	2	7	7	LOCAL	\$ 7,000,000			
02310003	NEELY	MITCHELL	RAINES	2	2	5	5	LOCAL	\$ 1,720,950			
02550005.1	OLD BROWNSVILLE	YALE	STAGE	2	2	5	5	LOCAL	\$ 400,000			
01460009	OLD BROWNSVILLE	KIRBY WHITTEN	Appling	2	2	5	5	LOCAL	\$ 2,300,000			
01460011	OLD BROWNSVILLE	APPLING	DONNELL	2	2	5	5	LOCAL	\$ 1,677,324			
01510008	OLD MILLINGTON	QUITO	SYKES	2	2	2	5	LOCAL		\$ 1,178,394		
02110004												
02110005	OVERTON CROSSING	ST. ELMO	THOMAS	0	0	5	5	LOCAL	\$ 2,000,000			
00680012	PARK	I-240	RIDGEWAY	5	5	5	7	LOCAL		\$ 1,164,800		
00910002	PEMBROKE ELLIS	GERMANTOWN	HWY 64	0	0	5	5	LOCAL	\$ 1,000,000			
00550007	PERKINS	QUINCE	NEW WILLOW	4	4	4	5	LOCAL		\$ 479,200		
00550008.1	PERKINS	CHIP	QUINCE	4	4	4	5	LOCAL		\$ 780,800		
00550008.2	PERKINS	PARK	CHIP	2	2	2	5	LOCAL		\$ 500,600		
01990010	PLEASANT HILL	SHELBY DR	HOLMES	2	2	7	7	LOCAL	\$ 937,000			
01990009	PLEASANT HILL	HOLMES	TN State Line	2	2	5	5	LOCAL	\$ 2,000,000			
01580001.2	PLEASANT RIDGE	PLEASANT RIDGE	WOODSTOCK CUBA	0	0	0	2	LOCAL		\$ 500,000		
01580002.1	PLEASANT RIDGE	WOODSTOCK CUBA	PLEASANT RIDGE	0	0	0	2	LOCAL		\$ 997,839		
01580001.1	PLEASANT RIDGE	WATKINS	WOODSTOCK CUBA	0	0	0	6	LOCAL		\$ 4,984,925		
01580002.2	PLEASANT RIDGE	WOODSTOCK CUBA	SHAKERAG	0	0	0	6	LOCAL		\$ 2,751,217		
01580003	PLEASANT RIDGE	SHAKERAG	HWY 51	0	0	0	6	LOCAL		\$ 1,107,563		
01580004	PLEASANT RIDGE	HWY 51	CHASE	0	0	0	6	LOCAL		\$ 1,995,298		
01580005	PLEASANT RIDGE	CHASE	RALEIGH MILLINGTON	0	0	0	6	LOCAL		\$ 4,635,856		
01580006	PLEASANT RIDGE	RALEIGH MILLINGTON	PLEASANT RIDGE	2	2	2	6	LOCAL		\$ 822,890		
01580007	PLEASANT RIDGE	PLEASANT RIDGE	PLEASANT RD	2	2	2	6	LOCAL		\$ 976,774		
01580008	PLEASANT RIDGE	PLEASANT RD	SYKES	2	2	2	6	LOCAL		\$ 1,601,033		
01580009	PLEASANT RIDGE	SYKES	SINGLETON	2	2	2	6	LOCAL		\$ 1,052,739		
01580010	PLEASANT RIDGE	SINGLETON	BETHUEL	2	2	2	6	LOCAL		\$ 3,580,569		
01580011	PLEASANT RIDGE	BETHUEL	SLEDGE	2	2	2	6	LOCAL		\$ 1,948,762		
01580012	PLEASANT RIDGE	SLEDGE	AUSTIN PEAY HWY	2	2	2	6	LOCAL		\$ 640,909		
01580013	PLEASANT RIDGE	AUSTIN PEAY HWY	JACK BOND	2	2	2	6	LOCAL		\$ 4,269,075		
01640001	PLEASANT RIDGE	JACK BOND	BRUNSWICK	2	2	2	6	LOCAL		\$ 4,266,745		
00680013	POPLAR PIKE	RIDGEWAY	KIRBY RD	5	5	5	7	LOCAL		\$ 1,142,700		
00680014	POPLAR PIKE	KIRBY RD	KIRBY PKWY	5	5	5	7	LOCAL		\$ 848,800		
00680017	POPLAR PIKE	WEST	SOUTHERN	2	2	4	4	LOCAL	\$ 529,200			
00680019	POPLAR PIKE	HACKS CROSS	FOREST HILL	2	2	5	5	LOCAL	\$ 2,295,200			
00680020	POPLAR PIKE	FOREST HILL	HWY 72	2	2	5	5	LOCAL	\$ 914,200			
01310001	PROGRESS	SHELBY	HWY 72	0	0	5	5	LOCAL	\$ 761,352			
01310002	PROGRESS	BILL MORRIS PKWY	SHELBY	0	0	4	4	LOCAL	\$ 1,118,798			
01310003	PROGRESS	KEOUGH	BILL MORRIS PKWY	0	0	4	4	LOCAL	\$ 1,784,941			
01310004.1	PROGRESS	HWY 57	KEOUGH	0	2	4	4	LOCAL	\$ 420,378	\$ 420,378		
00710007	QUINCE	MESSICK	FARINDON	2	5	5	5	LOCAL	\$ 400,000			
00710008	QUINCE	FARINDON	KIRBY	2	5	5	5	LOCAL	\$ 900,000			
00710009	QUINCE	KIRBY	KNIGHT ARNOLD	2	2	5	5	LOCAL	\$ 2,300,000			

SHELBY COUNTY LOCALLY PROGRAMMED COSTS

LRTP ID	Name	From	To	EX Lane	Lane06	Lane16	Lane26	Fund Source	2006	2016	2026	Grand Total
00710010	QUINCE	KNIGHT ARNOLD	RIVERDALE	2	2	5	5	LOCAL		\$ 2,300,000		
00710011	QUINCE	RIVERDALE	385	2	2	2	5	LOCAL			\$ 1,200,000	
00710012	QUINCE	385	WINCHESTER	2	2	2	5	LOCAL			\$ 1,168,000	
01710001	QUITO	PAUL BARRETT PKWY	OLD MILLINGTON	0	0	0	5	LOCAL			\$ 2,101,827	
01710002	QUITO	SHELBY RD	PAUL BARRETT PKWY	0	0	0	5	LOCAL			\$ 3,525,168	
01710003	QUITO	CUBA MILLINGTON	SHELBY RD	2	2	2	5	LOCAL			\$ 502,697	
01710004	QUITO	WEST UNION	CUBA MILLINGTON	2	2	2	5	LOCAL			\$ 1,513,865	
01710005	QUITO	CHARLES BARTLETT	WEST UNION	2	2	2	5	LOCAL			\$ 2,570,646	
00320001	RAINES	SEWANEE	WEAVER	2	5	5	5	LOCAL	\$ 2,700,000			
00940005	RAL LAGRANGE	COL ARLINGTON	HWY 385	2	2	5	5	LOCAL		\$ 2,136,853		
00940006	RAL LAGRANGE	HWY 385	CHULAHOMA	2	2	5	5	LOCAL		\$ 3,500,000		
01670006	RALEIGH MILL	New Allen	EGYPT CENTRAL	2	2	5	5	LOCAL		\$ 5,197,000		
01670008	RALEIGH MILL	LOOSAHATCHIE PKWY	NEW ALLEN	2	2	7	7	LOCAL		\$ 11,000,000		
01830013	RANGE LINE	LOOSAHATCHIE PKWY	ST ELMO	2	2	2	4	LOCAL			\$ 1,929,980	
00660001	RIDGEWAY	QUINCE	MT MORIAH EXTD	0	0	5	5	LOCAL		\$ 7,156,000		
00830001	RIVERDALE	WOLF RIVER	NASHOBA	2	5	5	5	LOCAL		\$ 875,100		
00810015.1	RIVERDALE	MESSICK	FARINDON	0	0	0	5	LOCAL			\$ 1,686,000	
00810015.2	RIVERDALE	MESSICK	MCVAY	2	2	2	5	LOCAL			\$ 159,900	
01480002	ROBERTSON	WATKINS	FITE	2	2	2	6	LOCAL			\$ 3,206,423	
01500002	ROBERTSON	ROBERTSON	RUST	2	2	2	6	LOCAL			\$ 5,547,770	
02520006	ROBERTSON	OLD BENJESTOWN	NEW BENJESTOWN	0	0	0	4	LOCAL			\$ 1,500,000	
02360001	SEED TICK	BEVERLY RIVERA	HWY 70	2	2	2	5	LOCAL			\$ 3,400,000	
00570017	SEVENTH	NAVY	BETHUEL	0	0	4	4	LOCAL		\$ 2,879,628		
02070001	SEWANEE	RAINES	SHELBY	2	2	2	5	LOCAL			\$ 2,123,900	
02070002	SEWANEE	MITCHELL	RAINES	2	2	2	5	LOCAL			\$ 3,218,680	
00180001	SHELBY DR	Weaver	LOWERY	2	2	5	5	LOCAL		\$ 16,000,000		
00180024	SHELBY DR	HOUSTON LEVEE	FLEMING	0	7	7	7	LOCAL		\$ 4,708,999		
00180026	SHELBY DR	FLEMING	BYHALIA	2	2	6	6	LOCAL		\$ 4,604,573		
01740003	SHELBY RD	SHAKERAG	NAVY	2	2	2	6	LOCAL			\$ 3,620,378	
01740004	SHELBY RD	QUITO	NAVY	2	2	2	6	LOCAL			\$ 1,557,747	
01740005	SHELBY RD	NAVY	HWY 51	2	2	2	6	LOCAL			\$ 537,363	
00480003												
00480004	SHELTON	WOLF RIVER	COLLIERVILLE ARL. RD	0	2	4	6	LOCAL			\$ 3,000,000	
01950001	SLEDGE	PAUL BARRETT	PLEASANT RIDGE	2	2	2	5	LOCAL			\$ 950,098	
01950002	SLEDGE	NAVY	PAUL BARRETT	2	2	2	5	LOCAL			\$ 3,160,844	
00720001.1	SOUTH PARKWAY	Top of Bluff	I-55	2	2	2	5	LOCAL			\$ 1,000,000	
00720001.2	SOUTH PARKWAY	HARBOR	Top of Bluff	0	0	0	5	LOCAL			\$ 11,000,000	
00760005	SOUTHERN	MIDLAND	PREScott	4	4	4	5	LOCAL			\$ 1,039,970	
00760006	SOUTHERN	HIGHLAND	GOODLETT	2	2	2	4	LOCAL			\$ 1,713,400	
01380002.1	ST ELMO	OVERTON CROSSING	HOLLYWOOD	2	2	2	5	LOCAL			\$ 877,650	
01380003.1	ST ELMO	HOLLYWOOD	NEW ALLEN	0	0	0	5	LOCAL			\$ 4,097,200	
01380004	ST ELMO	NEW ALLEN	RALEIGH-MILLINGTON	0	0	0	5	LOCAL			\$ 2,288,850	
01180005	ST JUDE & N PARKWAY	N PARKWAY realignment		2	5	5	5	LOCAL	\$ 3,000,000			
00140017	STATE LINE	OLD LAMAR	HICKORY HILL	2	2	5	5	LOCAL		\$ 775,000		
00140018	STATE LINE	BN Railroad	CRUMPLER	2	2	5	5	LOCAL		\$ 1,552,000		
00140019	STATE LINE	CRUMPLER	RIVERDALE	2	2	5	5	LOCAL		\$ 1,584,087		
00140020	STATE LINE	GERMANTOWN EXTD	ALEXANDER	2	2	5	5	LOCAL		\$ 1,535,912		
00140021	STATE LINE	ALEXANDER	HACKS CROSS	2	2	5	5	LOCAL		\$ 1,636,500		
00140024	STATE LINE	HOUSTON LEVEE	FLEMING	0	0	0	5	LOCAL			\$ 4,595,000	
00140025	STATE LINE	FLEMING	BYHALIA	0	0	0	5	LOCAL			\$ 2,725,000	
00140026	STATE LINE	BYHALIA	HWY 304	0	0	0	5	LOCAL			\$ 6,650,000	
01210009	STEWART	PLEASANT RIDGE	PAUL BARRETT	0	0	0	6	LOCAL			\$ 2,476,992	
00570002	STRATFORD	I-40	MACON	5	5	7	7	LOCAL		\$ 926,220		
02400002	SUMAC	CHAMBERS CHAPEL	HWY 385	0	0	2	5	LOCAL		\$ 592,000	\$ 888,000	
02400003	SUMAC	HWY 385	COL ARLINGTON	0	0	2	5	LOCAL		\$ 612,000	\$ 918,000	
00690001	SWEETBRIER	BRIARCREST	Park	2	2	5	5	LOCAL		\$ 12,195,000		
00350010	SWINNEA	HOLMES	STATE LINE	2	2	2	5	LOCAL			\$ 1,780,500	
00450001	SYCAMORE VIEW	MULLINS STATION	WHITTEN	0	0	4	6	LOCAL	\$ 2,500,000	\$ 1,500,000		

SHELBY COUNTY LOCALLY PROGRAMMED COSTS

LRTP ID	Name	From	To	EX Lane	Lane06	Lane16	Lane26	Fund Source	2006	2016	2026	Grand Total
									2006	2016	2026	
00450005	SYCAMORE VIEW	PLEASANT VIEW	SUMMER	5	5	7	7	LOCAL		\$ 2,000,000		
00450006	SYCAMORE VIEW	RALEIGH LAGRANGE	PLEASANT VIEW	5	5	7	7	LOCAL		\$ 270,000		
01600001	SYKES	OLD MILLINGTON	HWY 51	2	2	2	5	LOCAL			\$ 468,636	
01600002	SYKES	HWY 51	RALEIGH MILLINGTON	2	2	2	6	LOCAL			\$ 3,653,608	
01600003	SYKES	RALEIGH MILLINGTON	PLEASANT RIDGE	0	0	0	6	LOCAL			\$ 3,849,635	
00370005	TCHULAHOMA	HOLMES	STATE LINE	2	2	5	5	LOCAL		\$ 1,926,000		
00370006	TCHULAHOMA	SHELBY	HOLMES	2	2	5	5	LOCAL		\$ 1,586,241		
00370008.2	TCHULAHOMA	CHRISTINE	SHELBY	2	2	7	7	LOCAL		\$ 4,097,688		
01790001	TILLMAN	WALNUT GROVE	POPLAR	4	4	4	5	LOCAL			\$ 200,000	
01790002	TILLMAN	SAM COOPER	WALNUT GROVE	2	2	2	5	LOCAL			\$ 2,712,400	
01790003	TILLMAN	SUMMER	SAM COOPER	4	4	4	5	LOCAL			\$ 250,000	
01790004.1	TILLMAN	JACKSON	PERSHING	2	2	2	5	LOCAL			\$ 1,041,840	
01790004.2	TILLMAN	PERSHING	SUMMER	0	0	0	5	LOCAL			\$ 1,395,050	
02240002	TRINITY	MULLINS STATION	GERMANTOWN	2	2	7	7	LOCAL		\$ 4,907,800		
02240003.1	TRINITY	Sanga	FOREST HILL	0	0	7	7	LOCAL		\$ 2,400,000		
02240004	TRINITY	FOREST HILL	ROCKY POINT	0	0	5	5	LOCAL		\$ 2,834,000		
02240005	TRINITY	ROCKY POINT	HOUSTON LEVEE	0	0	0	5	LOCAL			\$ 3,867,500	
00130010	TULANE	HOLMES	TN State Line	2	2	2	5	LOCAL			\$ 963,090	
00130011	TULANE	SHELBY DR	HOLMES	2	2	2	5	LOCAL			\$ 2,144,880	
00130012.1	TULANE	RAINES	SHELBY	0	0	0	5	LOCAL			\$ 1,429,400	
00130013.2	TULANE	WINCHESTER	RAINES	0	0	0	5	LOCAL			\$ 3,265,800	
02720001	WALKER	COL ARLINGTON	HWY 196	2	2	5	5	LOCAL		\$ 3,668,000		
00070012	WEAVER	SHELBY DR	HWY 61	2	2	5	5	LOCAL		\$ 3,100,000		
00070013	WEAVER	RAINES	SHELBY	2	2	5	5	LOCAL		\$ 2,607,990		
01860002	WEST UNION	SHAKERAG	QUITO	2	2	2	5	LOCAL			\$ 2,427,438	
01860003	WEST UNION	QUITO	WILKINSVILLE	2	2	2	5	LOCAL			\$ 3,681,869	
01860004	WEST UNION	WILKINSVILLE	HWY 51	2	2	2	5	LOCAL			\$ 915,323	
01860005	WEST UNION	HWY 51	NAVY	0	0	5	5	LOCAL		\$ 5,236,152		
01860006	WEST UNION	BILOXI	NAVY	2	2	5	5	LOCAL			\$ 954,000	
01300001	WHITNEY	I-69	BENJESTOWN	2	2	2	5	LOCAL			\$ 2,263,260	
01300002	WHITNEY	BENJESTOWN	THOMAS	4	4	4	5	LOCAL			\$ 350,740	
01590001	WILKINSVILLE	CHARLES BARTLETT	WEST UNION	2	2	2	5	LOCAL			\$ 2,953,815	
01590002	WILKINSVILLE	CHARLES BARTLETT	up north	2	2	2	5	LOCAL			\$ 702,232	
00340028	WINCHESTER	BAILEY STATION	FLEMING	4	4	6	6	LOCAL		\$ 2,274,631		
00340029	WINCHESTER	FLEMING	BYHALIA	4	4	6	6	LOCAL		\$ 1,417,299		
00340030	WINCHESTER	BYHALIA	HWY 72	0	0	6	6	LOCAL		\$ 3,336,241		
Shelby County LocalTotal									\$ 20,638,801	\$ 388,012,090	\$ 424,268,463	\$ 832,919,354
												Grand Total \$ 832,919,354

DESOTO COUNTY LOCALLY PROGRAMMED COSTS

LRTP ID	Name	From	To	EX				Fund Source	2006	2016	2026	Grand Total
				Lane	Lane06	Lane16	Lane26					
01870001	AIRWAYS	COLLEGE	STAR LANDING	2	2	2	5	Local			\$ 1,703,213	
01870002	AIRWAYS	CHURCH	COLLEGE	2	2	2	5	Local			\$ 1,338,171	
01870004.2	AIRWAYS	NAIL RD	GOODMAN RD	2	2	5	5	Local		\$ 788,357		
00060002	CHURCH	HWY 61	DEAN	2	2	5	5	Local		\$ 2,755,500		
00060003	CHURCH	BALDWIN	POPLAR CORNER	2	2	5	5	Local		\$ 2,379,560		
00060004	CHURCH	POPLAR CORNER	MS 301	2	2	5	5	Local		\$ 1,767,000		
00060005	CHURCH	MS 301	FOGG	2	2	5	5	Local		\$ 1,609,333		
00060006	CHURCH	FOGG	HORN LAKE	2	2	5	5	Local		\$ 1,291,782		
00060007	CHURCH	HORN LAKE	TULANE	2	2	5	5	Local		\$ 1,758,000		
00060008	CHURCH	TULANE	HURT	2	2	5	5	Local		\$ 684,633		
00060009	CHURCH	HURT	HWY 51	2	2	5	5	Local		\$ 2,113,576		
00060021	CHURCH	HWY 305	HWY 78	0	0	5	5	Local		\$ 4,225,858		
00060022	CHURCH	HWY 78	HACKS CROSS	0	0	5	5	Local		\$ 1,107,457		
00060023	CHURCH	HACKS CROSS	OLD HWY 78	0	0	5	5	Local		\$ 364,974		
00060024	CHURCH	OLD HWY 78	HOUSTON LEVEE	0	0	2	5	Local			\$ 5,404,267	
00770001	CRAFT	HWY 304	BYHALIA	0	2	5	5	Local	\$ 678,088	\$ 1,017,132		
00770002	CRAFT	BETHEL	HWY 304	0	2	5	5	Local	\$ 1,431,000	\$ 2,146,500		
00770003	CRAFT	COLLEGE	BETHEL	0	2	5	5	Local	\$ 2,216,087	\$ 3,324,130		
00770004	CRAFT	CHURCH	COLLEGE	0	2	5	5	Local	\$ 946,416	\$ 1,419,624		
00770005	CRAFT	NAIL	CHURCH	0	0	5	5	Local		\$ 3,197,829		
00770006	CRAFT	GOODMAN	NAIL	0	0	5	5	Local		\$ 2,660,650		
00120003	DESO TO	POPLAR CORNER	HWY 301	2	2	2	5	Local			\$ 1,786,088	
00120004	DESO TO	HWY 301	HORN LAKE	2	2	2	5	Local			\$ 2,764,176	
00120008	DESO TO	ALEXANDER	HACKS CROSS	2	2	2	5	Local			\$ 1,588,500	
00120009	DESO TO	FOREST HILL IRENE	HOUSTON LEVEE	2	2	2	5	Local			\$ 2,540,100	
00330001	ELMORE RD	NAIL	CHURCH	2	2	5	5	Local		\$ 1,944,000		
00330002	ELMORE RD	GOODMAN	NAIL	2	2	5	5	Local		\$ 1,528,500		
00110001	FOGG	DEAN	HWY 304	2	2	2	5	Local			\$ 1,200,000	
00110002	FOGG	NESBIT	DEAN	2	2	2	5	Local			\$ 1,621,667	
00110003	FOGG	STAR LANDING	NESBIT	2	2	2	5	Local			\$ 1,638,619	
00110004	FOGG	AUSTIN	STAR LANDING	2	2	2	5	Local			\$ 1,573,556	
00110005	FOGG	CHURCH	AUSTIN	2	2	2	5	Local			\$ 1,386,807	
01010001	FOREST HILL	DESO TO	GOODMAN	0	0	2	5	Local			\$ 1,573,357	
01010002	FOREST HILL	STATE LINE	DESO TO	0	0	2	5	Local			\$ 1,583,285	
00410001	GETWELL	HWY 304	BYHALIA	2	2	5	5	Local		\$ 799,637		
00410002	GETWELL	HWY 304	BETHEL	2	2	5	5	Local		\$ 1,866,162		
00410003	GETWELL	BETHEL	STAR LANDING	2	2	5	5	Local		\$ 2,025,077		
00410004	GETWELL	STAR LANDING	COLLEGE	2	2	5	5	Local		\$ 1,671,001		
00410005	GETWELL	COLLEGE	CHURCH	2	2	5	5	Local		\$ 1,341,591		
00990001.1	HACKS CROSS	CHURCH	COLLEGE	2	2	2	5	Local			\$ 1,106,973	
01430001	HORN LAKE	NAIL	CHURCH	2	2	2	5	Local			\$ 1,758,056	
01430002	HORN LAKE	GOODMAN	NAIL	2	2	2	5	Local			\$ 1,727,077	
01430003	HORN LAKE	DESO TO	GOODMAN	2	2	2	5	Local			\$ 1,659,302	
01430004	HORN LAKE	STATE LINE RD	DESO TO	2	2	2	5	Local			\$ 1,629,805	
01430005	HORN LAKE	STATE LINE RD	TN state line	2	2	2	5	Local			\$ 926,606	
01070001	HOUSTON LEVEE	BETHEL	HWY 78	0	0	2	5	Local			\$ 3,402,571	
01070002	HOUSTON LEVEE	HWY 78	OLD HWY 78	0	0	0	5	Local			\$ 1,000,000	
01070002	HOUSTON LEVEE	CHURCH	OLD HWY 78	2	2	5	5	Local		\$ 3,633,297		
01070003	HOUSTON LEVEE	GOODMAN	CHURCH	2	2	5	5	Local		\$ 3,413,831		
02670001	INTERSTATE ROAD	GOODMAN	NAIL	0	0	5	5	Local		\$ 2,000,000		
02010002	MALONE	CHURCH	NAIL	2	2	2	5	Local			\$ 1,960,861	

DESOTO COUNTY LOCALLY PROGRAMMED COSTS

LRTP ID	Name	From	To	EX				Fund Source	2006	2016	2026	Grand Total
				Lane	Lane06	Lane16	Lane26					
02010003	MALONE	NAIL	GOODMAN	2	2	2	5	Local			\$ 1,512,329	
02010004	MALONE	GOODMAN	RASCO	2	2	2	5	Local			\$ 1,742,728	
02010005	MALONE	RASCO	STATE LINE	2	2	2	5	Local			\$ 1,327,114	
02010006	MALONE	STATE LINE	TN state line	2	2	5	5	Local		\$ 1,812,986		
00080007	NAIL	TULANE	HURT	2	4	4	4	Local	\$ 580,524			
00080008	NAIL	HURT	HWY 51	2	4	4	4	Local	\$ 1,154,145			
00080009.1	NAIL	HWY 51	INTERSTATE RD	2	2	5	5	Local		\$ 900,086		
00080009.2	NAIL	INTERSTATE RD	I-55	0	0	5	5	Local		\$ 1,581,551		
00080010	NAIL	I-55	AIRWAYS	0	0	5	5	Local		\$ 953,522		
00080011	NAIL	AIRWAYS	ELMORE	0	0	5	5	Local		\$ 1,187,916		
00080012	NAIL	ELMORE	SWINNEA	0	0	5	5	Local		\$ 1,482,332		
00080015	NAIL	GETWELL	MALONE	2	2	2	5	Local			\$ 1,562,142	
00080016	NAIL	MALONE	PLEASANT HILL	2	2	2	5	Local			\$ 1,814,083	
01990002	PLEASANT HILL	MS 304	BETHEL	2	2	2	5	Local			\$ 2,703,086	
01990003	PLEASANT HILL	BETHEL	STAR LANDING	2	2	2	5	Local			\$ 1,245,645	
01990003.1	PLEASANT HILL	STAR LANDING	COLLEGE	2	2	2	5	Local			\$ 1,711,300	
01990004	PLEASANT HILL	COLLEGE	CHURCH	2	2	2	5	Local			\$ 2,104,808	
01990005	PLEASANT HILL	CHURCH	NAIL	2	2	5	5	Local		\$ 1,938,168		
01990006	PLEASANT HILL	NAIL	GOODMAN	2	2	5	5	Local		\$ 1,553,605		
01990007	PLEASANT HILL	GOODMAN	RASCO	2	2	5	5	Local		\$ 1,752,377		
01990008	PLEASANT HILL	RASCO	STATE LINE RD	2	2	5	5	Local		\$ 1,342,343		
01990009	PLEASANT HILL	STATE LINE RD	TN state line	2	2	5	5	Local		\$ 1,776,907		
01070004	HOUSTON LEVEE	DESO TO	GOODMAN	2	2	5	5	Local		\$ 1,515,000		
01070005	HOUSTON LEVEE	STATE LINE	DESO TO	2	2	5	5	Local		\$ 1,998,000		
00040005	STAR LANDING	MS 301	FOGG	2	2	2	5	Local			\$ 2,041,182	
00040006	STAR LANDING	FOGG	TULANE	2	2	2	5	Local			\$ 3,221,488	
00040007	STAR LANDING	TULANE	HIGHWAY 51	2	2	2	5	Local			\$ 4,039,747	
00040008	STAR LANDING	HIGHWAY 51	I-55	2	2	2	5	Local			\$ 775,219	
00040009	STAR LANDING	I-55	AIRWAYS	2	2	2	5	Local			\$ 400,727	
00040010	STAR LANDING	AIRWAYS	SWINNEA	2	2	2	5	Local			\$ 930,947	
00040011	STAR LANDING	SWINNEA	GETWELL	2	2	2	5	Local			\$ 3,326,104	
00040012	STAR LANDING	GETWELL	PLEASANT HILL	0	0	2	5	Local			\$ 3,834,000	
00040013	STAR LANDING	PLEASANT HILL	CRAFT	0	0	2	5	Local			\$ 2,302,500	
00040014	STAR LANDING	CRAFT	HIGHWAY 305	0	0	2	5	Local			\$ 3,477,000	
00040015	STAR LANDING	HIGHWAY 305	BETHEL	0	0	2	5	Local			\$ 3,210,000	
00140001	STATE LINE	HWY 61	POPLAR CORNER	2	2	5	5	Local		\$ 1,322,067		
00140002	STATE LINE	POPLAR CORNER	MS 301	2	2	5	5	Local		\$ 1,782,415		
00140003	STATE LINE	MS 301	HORN LAKE	2	2	5	5	Local		\$ 2,802,195		
00140004	STATE LINE	HORN LAKE	TULANE	2	2	5	5	Local		\$ 1,627,925		
00140005	STATE LINE	TULANE	HWY 51	2	2	5	5	Local		\$ 2,195,386		
00140007	STATE LINE	MILLBRANCH	I-55	5	5	7	7	Local		\$ 322,081		
00140008	STATE LINE	I-55	AIRWAYS	5	5	7	7	Local		\$ 782,236		
00140009	STATE LINE	AIRWAYS	SWINNEA	2	2	5	5	Local		\$ 1,605,651		
00140010	STATE LINE	SWINNEA	TCHULAHOMA	2	2	5	5	Local		\$ 1,651,241		
00140011	STATE LINE	TCHULAHOMA	GETWELL	2	2	5	5	Local		\$ 1,500,581		
00140012	STATE LINE	GETWELL	MALONE	2	2	5	5	Local		\$ 1,654,667		
00140013	STATE LINE	MALONE	PLEASANT HILL	2	2	5	5	Local		\$ 1,528,126		
00140014	STATE LINE	PLEASANT HILL	DAVIDSON	2	2	5	5	Local		\$ 1,604,921		
00140015	STATE LINE	DAVIDSON	HWY 78	0	0	0	5	Local			\$ 948,543	
00140016	STATE LINE	HWY 78	BN Railroad	0	0	0	5	Local			\$ 950,000	
00140022	STATE LINE	HACKS CROSS	FOREST HILL IRENE	2	2	5	5	Local		\$ 3,309,000		

DESOTO COUNTY LOCALLY PROGRAMMED COSTS

LRTP ID	Name	From	To	EX				Fund Source	2006	2016	2026	Grand Total
				Lane	Lane06	Lane16	Lane26					
00140023	STATE LINE	FOREST HILL IRENE	HOUSTON LEVEE	2	2	5	5	Local		\$ 2,546,049		
00350001	SWINNEA	HWY 304	BYHALIA	0	0	5	5	Local		\$ 1,080,342		
00350002	SWINNEA	BETHEL	HWY 304	0	0	5	5	Local		\$ 2,975,999		
00350003	SWINNEA	STAR LANDING	BETHEL	0	0	5	5	Local		\$ 3,787,748		
00350004	SWINNEA	COLLEGE	STAR LANDING	0	2	5	5	Local	\$ 1,110,413	\$ 1,665,619		
00350005	SWINNEA	CHURCH	COLLEGE	0	2	5	5	Local	\$ 870,198	\$ 1,305,297		
00350006	SWINNEA	NAIL	CHURCH	2	2	5	5	Local		\$ 1,958,980		
00350007	SWINNEA	GOODMAN	NAIL	2	2	5	5	Local		\$ 1,533,476		
00350008	SWINNEA	RASCO	GOODMAN	2	2	5	5	Local		\$ 1,843,500		
00350009	SWINNEA	TN state line	RASCO	2	2	5	5	Local		\$ 1,400,433		
00370001	TCHULAHOMA	CHURCH	NAIL	2	2	5	5	Local		\$ 1,956,282		
00370002	TCHULAHOMA	NAIL	GOODMAN	2	2	5	5	Local		\$ 1,484,062		
00370003	TCHULAHOMA	GOODMAN	RASCO	2	2	5	5	Local		\$ 1,826,283		
00370004	TCHULAHOMA	RASCO	TN state line	2	2	5	5	Local		\$ 1,365,661		
00130007	TULANE	GOODMAN	NAIL	2	4	4	4	Local	\$ 1,240,992			
00130008.1	TULANE	STATE LINE RD	GOODMAN	0	0	0	5	Local			\$ 4,140,412	
00130008.2	TULANE	STATE LINE RD	TN state line	0	0	0	5	Local			\$ 689,341	
00070010	WEAVER	STATE LINE RD	TN state line	2	2	5	5	Local		\$ 1,656,174		
DeSoto County Local Total									\$ 10,227,863	\$ 126,704,181	\$ 92,883,502	\$ 229,815,546
												Grand Total
												\$ 229,815,546

FAYETTE COUNTY LOCALLY PROGRAMMED COSTS

LRTP ID	Name	From	To	EX Lane	Lane06	Lane16	Lane26	Fund Source	2006			2016		2026		Grand Total
									2006	2016	2026	2006	2016	2026		
00360002	KEOUGH	HWY 385	CHULAHOMA	2	2	5	5	Local		\$ 2,700,000						
00940006	RAL LAGRANGE	HWY 385	CHULAHOMA	2	2	5	5	Local		\$ 3,500,000						
00140027	STATE LINE	HWY 304	CHULAHOMA	0	0	0	5	Local			\$ 3,324,000					
02180011	DEXTER	HWY 385	CHULAHOMA	2	2	5	5	Local		\$ 5,679,387						
Fayette County Local Total									\$ -	\$ 11,879,387	\$ 3,324,000			\$ 15,203,387		
														Grand Total	\$ 15,203,387	

TRANSIT

LRTP ID	Name	Description	Fund Source	2006	2016	2026	Grand Total
	Passenger Terminals and Other Capital Expenses		TRANSIT	\$ 24,993,046	\$ 83,310,150	\$ 83,310,150	
	Fixed Guideway -Southeast Corridor	Downtown-Airport line		\$ 104,648,317	\$ 271,310,452	\$ -	
	Fixed Guideway-Southeast Corridor (remainder)	Remainder of Southeast corridor to Collierville	TRANSIT	\$ 18,966,925	\$ -	\$ 455,206,214	
	Fixed Guideway-South Corridor	Downtown-Southaven line		\$ -	\$ -	\$ 308,830,396	
	Fixed Guideway-North Corridor	Downtown-Millington line Alternative Analysis	TRANSIT	\$ -	\$ -	\$ 3,878,521	
			Transit Total	\$ 148,608,288	\$ 354,620,602	\$ 851,225,281	\$ 1,354,454,171
						Grand Total	\$ 1,354,454,171

The following projects are contained in the 2004-2006 TIP and are included in the total costs above. More detailed project information for transit projects can be found in the conformity analysis section of the LRTP.

40000001	Preventive Maintenance	Funds for inspection and preventative maintenance for all MATA capital assets.	TRANSIT	\$ 32,485,500
40000002	ADA Paratransit Services	Covers costs associated with a portion of MATA plus	TRANSIT	\$ 8,500,000
40000003	Fixed Route Buses	Purchase of buses	TRANSIT	\$ 9,485,000
40000004	Paratransit Buses (Demand-Response)	Purchase of paratransit buses	TRANSIT	\$ 6,806,000
40000005	Bus Facility Improvements	Various building and grounds improvements	TRANSIT	\$ 4,250,000
40000006	Rail Facility Improvements	Various improvements to rail facilities (tracks, crossoadies, bridges, etc.)	TRANSIT	\$ 1,350,000
40000007	Computer Hardware and Software	Periodically add, upgrade and/or replace hardware and software	TRANSIT	\$ 650,000
40000008	Transit Centers	Construct a system of transit centers in various suburban locations.	TRANSIT	\$ 8,740,000
40000009	Transit Enhancements	Various enhancement to facilities (modifications to historic facilities, public art, shelters, signage, landscaping, etc.)	TRANSIT	\$ 850,000
40000011	Service Vehicles	Replace service vehicles.	TRANSIT	\$ 70,000
40000012	Job Access Reverse Commute	Funds for continuing fixed route and demand response bus service to enhance connections to employment centers.	TRANSIT	\$ 13,500,000
40000013	Advanced Public Transportation Systems	Apply advanced technologies to public transportation needs (fare collection systems, vehicle location devices, security cameras, etc.)	TRANSIT	\$ 8,500,000
40000014	Fixed Guideway Modernization	Various routine improvements to rail operations and maintenance facilities, rail lines and infrastructure.	TRANSIT	\$ 3,409,000
40000015	Medical Center Rail Extension	Construction of rail line.	TRANSIT	\$ 11,500,000
40000017	Transit Centers	Construct a system of transit centers in various suburban locations.	TRANSIT	\$ 1,156,250
40000016	Regional Rail Program	Engineering phase of Downtown-Airport rail project	TRANSIT	\$ 30,000,000
40000010	Regional Rail Program	Engineering phase of Downtown-Airport rail project	TRANSIT	\$ 250,000
		Total	\$ 141,501,750	

*TRANSIT funding includes FTA 5307, FTA 5309, Federal Transportation Funds such as IM, NHS and STP that would be flexed to FTA and Shelby County local funds.